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THE LARGEST CIRCULATION IN SOUTH CHINA.

VOL. VIII. No. 378. 號四月五日年華拾參假珠英 HONG KONG, SUNDAY, MAY 24, 1931. 日八初月四年未辛次歲年十二國民華中 Price, 10 Cents Per Copy.

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WHY H.M.S. STERLING LEFT HONG KONG ALLEGED "MYSTERY" DISPELLED

HEAVY FIGHTING IN HOI HOW ENDANGERS LIVES OF BRITISH SUBJECTS.

OFFICIAL NAVAL ACCOUNT

(*Sunday Herald Exclusive*).

The alleged mystery concerning the departure of the British destroyer, H.M.S. Sterling, from her base at Hong Kong on Friday night has been dispelled.

A representative of the *Sunday Herald* was officially informed by the local Naval authorities last night that H.M.S. Sterling was despatched to Bias Bay to relieve the destroyer Somme on her normal piracy patrol in those waters. It was stated that the sudden departure of H.M.S. Somme from Bias Bay was due to heavy fighting at Hoihow, the northern coastal port of Hainan Island, between Canton and Nanking factions.

The members of the small British colony resident at Hoihow were, it is understood, evacuated by the s.s. King Yuan, owned by Messrs. Butterfield and Swire, but were disembarked yesterday on the temporary cessation of hostilities.

STORY OF THE DISTURBANCE

An official account of the departure of H.M.S. Sterling from Hong Kong on Friday night, which hitherto had been a matter of mystification to the general public, was related to a representative of the *Sunday Herald* last night.

It appears that as a result of information received here from Hoihow that fighting was in progress between rival military factions in the vicinity of that port, and that the lives of the small number of Europeans there might be in danger, H.M.S. Somme was immediately despatched from her patrol base at Bias Bay to Hoihow.

The Somme arrived at Hoihow at 10 o'clock yesterday morning and reported by wireless that fighting has been going on between rival factions of troops and that the European women and children had been evacuated as a precautionary measure by the s.s. King Yuan, owned by Messrs. Butterfield and Swire.

Women Disembarked.

It was stated that fighting had ceased and that the women and children were being disembarked at Hoihow yesterday.

As regards the reports in certain sections of the Press concerning the "mysterious" departure of H.M.S. Sterling from Hong Kong, this vessel was sent out merely to relieve H.M.S. Somme on the latter's normal Bias Bay patrol.

References in certain sections of the Press yesterday morning to the "silence" of the Navy in regard to the movements of the two cruisers were very much deprecated by the authorities, who at the time were quite unable to supply any authentic information on the matter.

The British Community.

So far as is known there is only a very small foreign community resident in Hoihow, consisting, apart from an American Catholic Mission, of the following:

The British Consul.

The Commissioner of Customs, Mr. Frost, of the Asiatic Petroleum Co.

Mr. Cuthbert, agent for Messrs. Butterfield & Swire.

It is believed that the wives and families of certain of the above-named residents are at present in Hoihow, but details are lacking. All are reported to be safe, and there is no reason to fear that hostilities will be resumed in the vicinity. In any case, H.M.S. Somme has received orders to stand-by until further notice in case of eventualities.

The *Sunday Herald* was informed last night by Mr. T. H. R. Shaw that Messrs. Butterfield and Swire had received no information of the disturbances in Hoihow, and that they have no premises there.

Hoihow is the chief port of the island of Hainan, at the head of an inlet in the middle of the northern part of the island, situated about 400 miles from Hong Kong.

Full Story of Fighting.

A full account of the fighting reported to have broken out in Hoihow was given to the *Sunday*

SELLING WHEAT.

Conference's Weighty Decision.

London, Yesterday.

The final plenary session of the International Wheat Conference to-day decided to appoint a committee to submit a proposal to establish a clearing house for information to explore avenues of the greater utilisation of wheat, and further to make preparations to carry on the aims of the Conference.—Reuters.

HAVE YOU WON? LUCKY NUMBERS IN CASH SWEEPS

YESTERDAY'S DRAWINGS.

The Hong Kong Jockey Club's sixth extra race meeting cash sweeps held yesterday resulted as follows:

Race 1.
No. 218 (1st) \$578.70
" 204 " 678.70
" 243 " 128.60

Race 2.
No. 476 \$1,171.60
" 421 334.80
" 45 167.40

Unplaced runners, (\$50 each). Nos.: 420, 21, 243, 191, 217.

Race 3.
No. 281 \$1,302.00
" 111 372.00
" 419 186.00

Unplaced runners, (\$50 each). Nos.: 452, 305, 293, 111, 358, 419, 211, 53, 555, 147, 281.

Race 4.
No. 235 \$2,875
" 241 820
" 391 410

Unplaced runner, (\$100 each). Nos.: 306.

Race 5.
No. 127 \$1,671.60
" 141 558.20
" 460 358.20

Unplaced runners, (\$50 each). Nos.: 515, 549, 93, 112, 381, 318, 501, 507.

Race 6.
No. 313 1,715.00
" 131 490.00
" 337 246.00

Unplaced runners, (\$50 each). Nos.: 608, 484, 153.

Race 7.
No. 170 \$1,909.60
" 152 545.60
" 375 272.80

Race 8.
No. 550 \$1,852.20
" 463 529.20
" 568 264.60

Unplaced runners, (\$50 each). Nos.: 589, 172, 24, 265, 483, 641, 440.

Race 9.
No. 608 \$1,768.20
" 651 505.20
" 35 252.60

Unplaced runners, (\$50 each). Nos.: 497, 249, 662, 123, 764.

NAVAL DOCKYARD.

Series of Interesting Presentations.

MORE "GOOD-BYES."

Messrs. C. E. Westcott, draughtsman, Royal Naval Dockyard, and Mr. J. F. G. Richards, clerk, left yesterday by the P. & O. steamer *Comorin* for the Devonport and Portsmouth yards, respectively.

Mr. Westcott is accompanied by his wife and two children.

On the eve of their departure an interesting ceremony was enacted in the Dockyard Recreation Club, Mr. W. Bickford being in the chair.

Mr. S. R. Tickner, R.E.N.C., Chief Constructor, presented Mr. Westcott, on behalf of the staff, with a silver rose bowl on leaving after three years' service.

Mr. H. J. S. Scull, Civil Secretary to the Commodore, presented Mr. Richards with a gold watch on leaving after four years' service.

Seven Years' Work.

On behalf of the staff side of the District Whitley Council Mr. Bickford was presented by Mr. H. White, Foreman of the Electrical Department, with a clock and two valuable books of reference in recognition of seven years' service.

Recently large purchases of bombing aeroplanes were made from the Fokker and De Havilland Companies.

The rumour that the overtures of President Chiang Kai-shek to "buy off" the Cantonese rebel leaders might prove successful is emphatically negated in *Loftus* circles.

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Full Story of Fighting.

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MONGOLIAN STAG PAYS OVER \$300

MR. A. W. DA ROZA IN FORM

BOXING EVE'S REMARKABLE VICTORY.

"BOB" CHARLES ON HIS METTLE

Yesterday's racing at the Sixth Extra Meeting was truly remarkable. Mr. A. W. da Roza, who has had rather a bad spell recently, came back to form with a vengeance, and after bringing in *Tay* (now his own pony) to get second place in the Sub-Griffins Summer Handicap, to pay \$66.90, went on to dead heat for second place on *Movanagher* in the Second Division event, (\$43.20), and to crown all, to win on *Mongolian Stag* in the very next event to pay over \$300.

As if this had not been enough thrills for one day, Mr. Charles, on Boxing Eve, riding ten pounds overweight, and obviously feeling the strain, rode what interested spectators thought was the run of his life to stall off very strong opposition in *Sitting Bull* and *Wisdom Stag*.

Mr. Charles, always a heavy rider, nursed his "pet" pony (this in his own expression), in beautiful manner up to the mile post, and then went out to "do or die." He "did" and although supported on his pony when it came to weigh in, is not dead yet—nor likely to be! He received a great ovation when returning to the scales.

A THRILL TO START WITH

Affairs started with a big bang when Mr. Heard, coming with a typical rush down the straight in the first race, dead-heated for premier honours with *Little Beaver*. This was a real thrill, and to make matters more satisfactory, dividends panned out O.K., the Beaver paying over \$31, and Mr. Heard's mount a little over \$15.

In the next race Mr. Frost started a sequence of success that gave him four winners and a third during the day. The Aggregate Stakes, which he won in the easiest manner imaginable on *Apollo*, was noticeable for the way old *Tiger*, ridden by Mr. Harriman, who surely must get a lucky break some day, plugged along in the wake of the sprint champion. Of course, *Apollo* was much too good, and the public seemed to know exactly what was going to happen in this race, judging by the pari-mutuel turn-up.

Mr. A. W. da Roza was not allowed to make all the records in the way of pay-outs during the afternoon, as Mr. I. M. Stewart, on *Agate*, gave away nine pounds to *Movanagher*, and managed to dead-heat, with the result that friends collected over \$64.

Mongolian Stag obliged next, and after Mr. Charles had done his stuff on Boxing Eve, an old friend named *Mike* came along to take the eighth event.

The Australian race, for non-winners, brought sorrow, one imagines, to *Taipo*, but Mr. Proulx was not to be denied on *Moon Star*. *Caulfield* ran in steadily-improving form, and grabbed off second place. Mr. Heard took third place, but one thinks on yesterday's showing, is not riding in quite his old-time style, although possibly still the best judge of distance in the Colony.

Orlando, who was confidently backed for the June Handicap, Third Division, with Mr. Frost up, absolutely let his rider down, and cannot be considered on this form over a mile and a quarter. A mile would suit it better, apparently, if allowed its own pace.

Once again thanks are due to the handicappers for a great day's racing, which kept ardent followers "on their toes" from start to finish.

RESULTS.

1.—Griffins Summer Handicap: First Division: One Mile.—For China Ponies, Griffins of this Season which have started at least twice. Top weight not to exceed 161 lb. Entrance Fee \$5. 1st Prize: \$600. 2nd Prize: \$250. 3rd Prize: \$150.

2.—Griffins Summer Handicap: Second Division: One Mile.—For China Ponies, Griffins of this Season which have started at least twice. Top weight not to exceed 161 lb. Entrance Fee \$5. 1st Prize: \$600. 2nd Prize: \$250; 3rd Prize: \$150.

3.—"Griffins" Sanction: 161 lb. (Mr. Heard) 2

4.—"Griffins" Gold Key: 147 lb. (Mr. Harriman) 3

5.—"Griffins" Fritillary: 160 lb. (Mr. G. U. da Roza); Holly Leaf 144 lb. (Mr. S. Y. Liang); Mindoro 188 lb. (Mr. Y. T. Fung); Nippy 182 lb. (Mr. Ip Kui-ying); Wonderful Stag 164 lb. (Mr. Frost).

6.—Dead heat: 34 lengths.

Time: 2 mins. 02 secs.

Parl-mutuel: Winner \$15.80 and \$31.60; Places, 1st \$25 and \$18; 2nd \$14.40.

7.—"Griffins" Gold Key: 147 lb. (Mr. Harriman) 3

8.—Also ran: Fritillary 160 lb. (Mr. G. U. da Roza); Holly Leaf 144 lb. (Mr. S. Y. Liang); Mindoro 188 lb. (Mr. Y. T. Fung); Nippy 182 lb. (Mr. Ip Kui-ying); Wonderful Stag 164 lb. (Mr. Frost).

9.—"Griffins" Gold Key: 147 lb. (Mr. Harriman) 3

10.—"Griffins" Fritillary: 160 lb. (Mr. G. U. da Roza); Holly Leaf 144 lb. (Mr. Y. T. Fung); Nippy 182 lb. (Mr. Ip Kui-ying); Wonderful Stag 164 lb. (Mr. Frost).

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15.—"Griffins" Gold Key: 147 lb. (Mr. Harriman) 3

16.—"Griffins" F

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EASTERN PORTS.

The health bulletin of Eastern ports for the week ended May 16, issued by the Director of Medical and Sanitary Services, gives the following cases:-

Plague.

Hingad: 10 cases, 4 deaths.

Bombay: 1 death.

Cholera.

Calcutta: 89 cases, 44 deaths.

Chittagong: 23 cases, 8 deaths.

Madras: 23 cases, 8 deaths.

Pondicherry: 8 cases.

Bangkok: 1 case.

Salon: 23 cases, 18 deaths.

Small-pox.

Bombay: 1 death.

Calcutta: 30 cases, 25 deaths.

Chittagong: 1 case, 1 death.
Madras: 3 cases, 1 death.
Rangoon: 5 cases, 1 death.
Pondicherry: 2 cases, 2 deaths.
Salon: 1 death.
Greater Shanghai: 4 cases.
Shanghai: 9 deaths.
Greater Shanghai: 7 cases, 1 death.

Field crops in Nova Scotia were larger in 1930 than in 1929, although the 540,000 acres under crop were slightly less than the previous year. The barley yield increase was most notable, this crop yielding 859,000 bushels as compared with 805,000 bushels in 1929.

Forward Settlement Days:-May 28, June 23 and July 28.

CARROLL BROS.

Hong Kong, May 22.
The market during the week under review has been steady with

The C.P.S. R.M.S. Empress of Asia arrived at Yokohama on May 20 (Wed.) at 7 a.m., left Yokohama on May 20 (Wed.) at 8 p.m., and is due at Hong Kong on May 27 (Wed.). She leaves Hong Kong for Manila on May 28 (Thurs.) at 6 p.m.

The C.P.S. R.M.S. Empress of Asia arrived at Nagasaki yesterday (Sat.) at 6 a.m., left Nagasaki same day at 1 p.m., and is due at Shanghai to-day (Sun.) at 6 p.m. She leaves Shanghai for Hong Kong tomorrow (Mon.) at 2 p.m.

BRINGING UP FATHER.

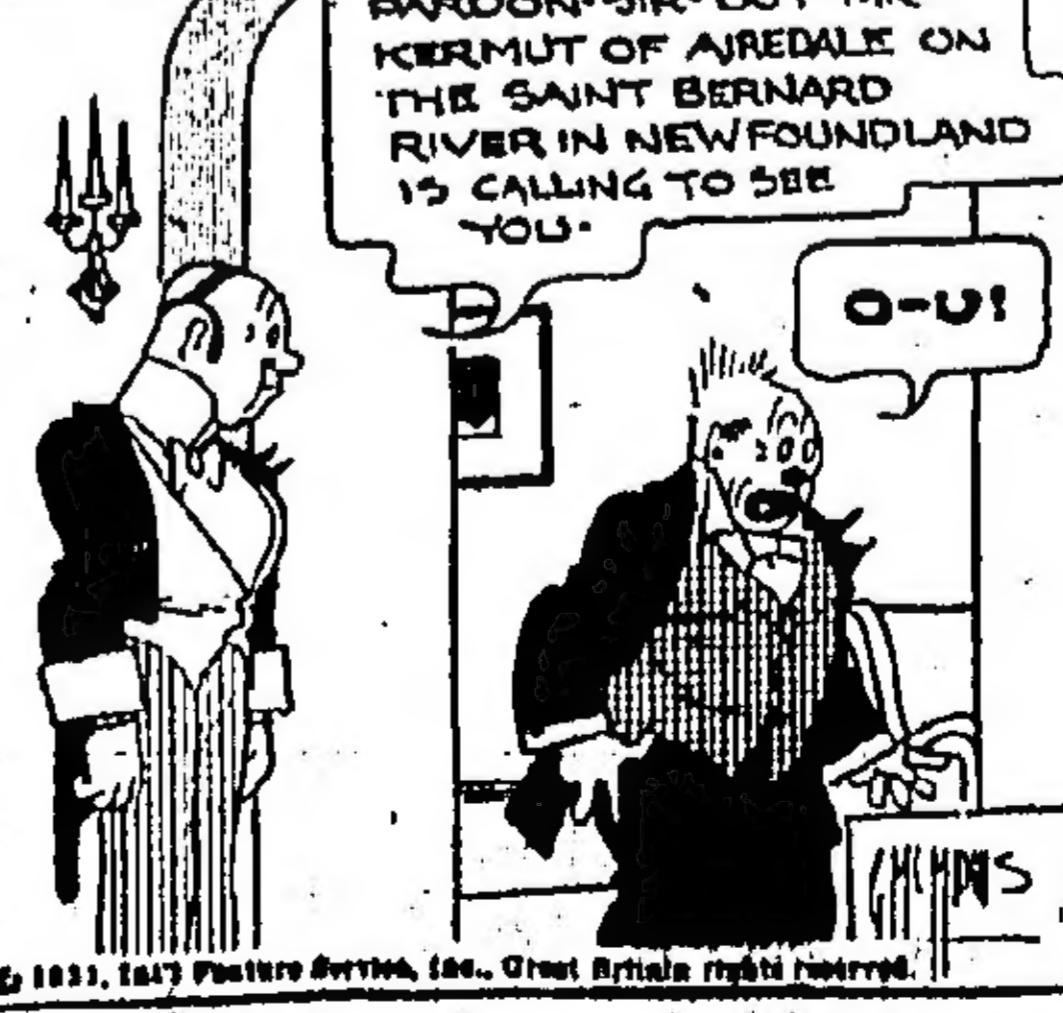
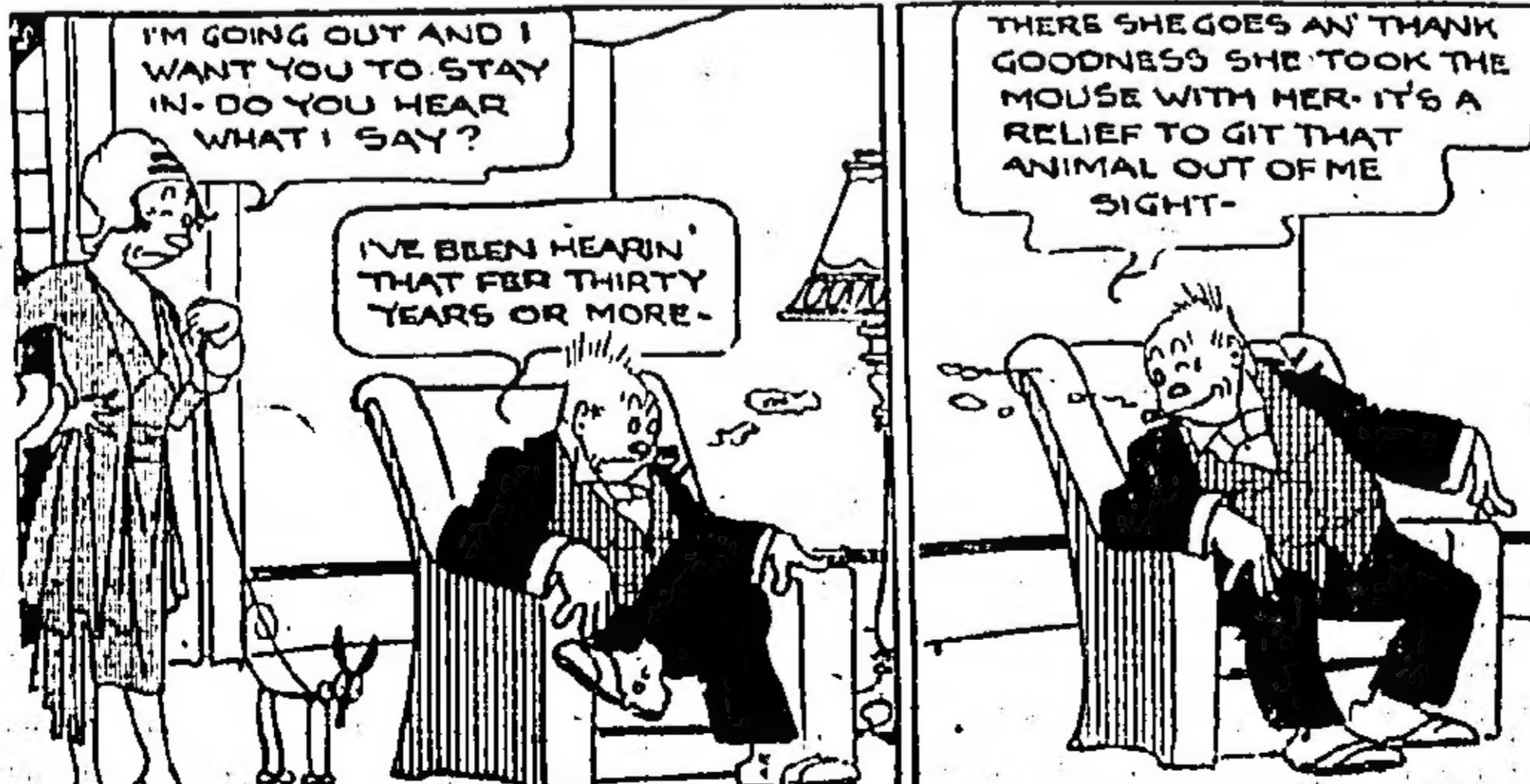
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COMMERCE & FINANCE

SHARE MARKET.

Weekly Reports by Brokers.

G. A. HARRIMAN.

Hong Kong, May 23.
Mr. G. A. Harriman's Weekly Report and Market Review says:-

Steadiness has characterized the more speculative section during the week under review, which, although not quite so brisk as its predecessor, was every active at the opening with a tendency to slow down during the hot two or three days.

Sterling stocks still remained on the quiet side, but a mild drop in the exchange rate caused demand for all good investment shares. Banks have been very quiet but a considerable number of Union shares changed hands.

Two Cottons have continued dull with sellers predominating.

Banks:-A few small lots of Hong Kong Banks were done at \$2,020. Bank of East Asia continued in demand at \$121.

Insurances:-On account of the weaker Exchange there were more inquiries for Union Insurances with business done at \$644/45.

The Investment section undoubtedly held command of the principal interest during the week with Humphreys, Trams, Hong Kong Lands, Wharves, and Electricians all showing very appreciable advances.

Owing to the approach of the Whitehead Holidays which will close the market until Tuesday next, to be followed up by May Settlement on Thursday next, there was the usual quieting influence prevalent at the close with a mild demand continuing in all sections.

Banks:-Hong Kong and Shanghai Banks were booked at \$2,020/30 and there were further buyers at the former figure. Bank of East Asia remained unchanged with enquiries at \$211.

Insurances:-Canton Fire changed hands at \$1,390 ex dividend, Hong Kong Fire improved a bit and were enquired for at \$1,320. Unions showed a slight advance having been booked up to \$645.

Shipping:-Douglas and Steamboats are practically neglected.

Lands, Hotels and Buildings:-Hong Kong Hotels were in strong demand and considerable business was done from \$17.60 to \$18.40. At the time of writing the market is slightly easier with buyers offering \$18.10 and sellers at \$18.25. Hong Kong Lands have again firm ed up to \$93.00 buyers and sellers at \$93.50 after business at \$93.94.

Hong Kong Realtors remained quiet until a day or two ago when more inquiries were in evidence and price has increased to \$12.90.

Humphreys came in for considerable attention and price has steadily advanced to \$20 buyers for the old shares and 25 cents less for the new.

Mining:-There is nothing of interest to report in this section which has remained neglected.

Cottons:-Two Cottons have been more or less a dull market but a little business was transacted at Ths. 13.35 to Ths. 13.50.

Miscellaneous:-China Lights have been rather neglected and price has remained around \$20.26/25. Cements have been in good demand and price rose to \$20.25 but at the close are weaker with sellers at \$20.00 and buyers offering \$19.80. Hong Kong Amusements and China Entertainments have had little support. Lane Crawford have again been inquired for and business has been done at \$7.00 and more shares could be placed at this figure. Constructions were inquired for in the early part of the week and rate advanced to \$8.80 but they are now easier with sellers at \$8.75, buyers only offering \$8.50. Hong Kong Repairs remain practically unchanged at \$22.50 buyers and \$22.75 sellers. Hong Kong Trams had more buyers than sellers and price has advanced to \$21.60 buyers after business at \$21.00. Telephones were not greatly in demand and buyers are now offering \$39.00 for the partly paid shares.

Exchange:-The T.T. rate on London is -11 1/2 and on Shanghai +11 1/2.

Forward Settlement Days:-28th May, 23rd June and 28th July, 1931.

LAI WAH CO.

Supervision of the Liquidation.

APPLICATION IN COURT.

The Lai Wah Company's affairs were before the Chief Justice in the Supreme Court on Friday, when the question of whether compulsorily to wind up or to continue voluntary liquidation was under discussion.

After hearing legal argument for Messrs. John D. Hutchison and Company, the petitioners (represented by Mr. H. G. Sheldon), and Mr. Leo d'Almada, junior, who opposed the motion on behalf of certain creditors, His Lordship decided to make an order that the voluntary winding up should continue under the supervision of the Court. Mr.

Philip Mooney was appointed joint liquidator with Mr. Chau Siu-ngoh, who previously acted in that capacity.

Company Closes Its Doors.

Mr. Sheldon, in the outset, traced the history of the company's affairs. It was started in December, 1920, with \$1,000,000 capital, one half of which was paid up.

The company was indebted to the petitioners in the sum of \$29,000 for goods sold and delivered under certain outstanding contracts. Other contracts were also due. The Company closed its doors early this month. It was insolvent and unable to meet its liabilities.

U.S. COPPER INTERESTS.

Arizona's Demand For A High Tariff.

Phoenix, Ariz., May 11.

An official conference called here-to-day by Governor George W. P. Hunt, Democrat, of Arizona, voted unanimously to work for the passage by the National Congress of high copper tariffs.

The conferees declared that without a high protective tariff the American copper industry will not be able to survive foreign competition.

An organized campaign will be waged in an effort to persuade the forthcoming 72nd Congress to enact high copper tariffs.—United Press.

EXCHANGES.

YESTERDAY'S QUOTATIONS.

On London—

Bank, wire 11 1/2

Bank, on demand 11 1/2

Bank, 4 months' sight 11 9/16

Credits, 4 months' sight 1/—3/16

Documentary, 4 months' sight 1/—5/16

Forward, 4 months' sight 1/—5/16

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ON SUNDAY, the 24th MAY, 1931.

ON MONDAY, the 25th MAY, 1931.

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and from Macao at 4.00 p.m.

NOTE.—All Steamboat Company's Steamers are fitted with wireless.



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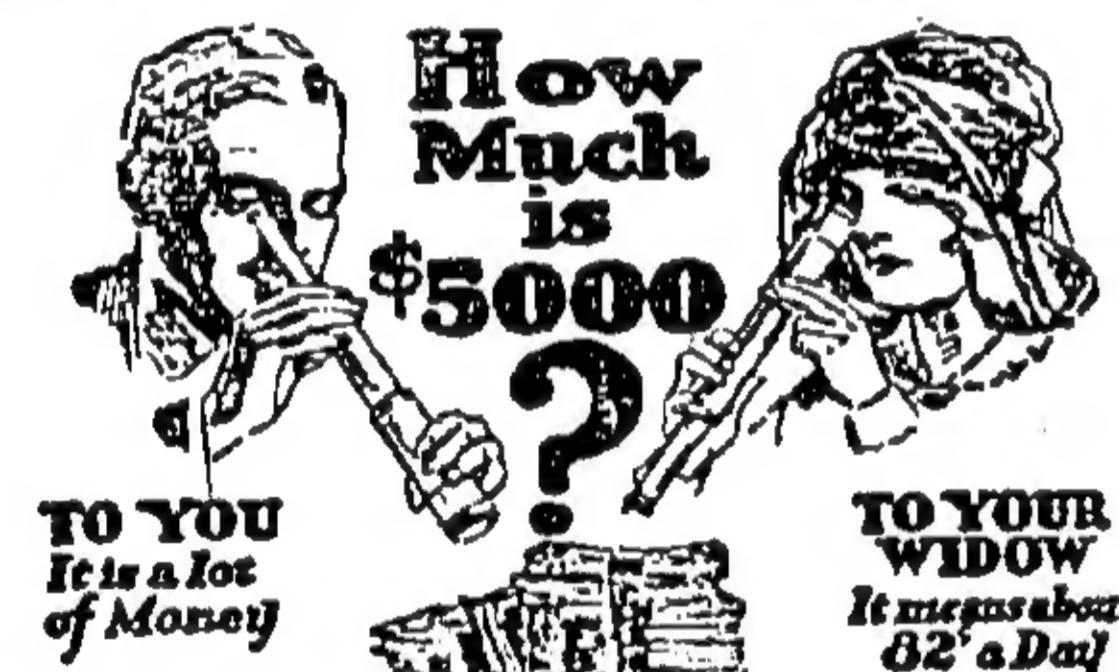
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ADVENTURE IN THE SOUTH SEAS.

Days of Romance Not Yet Ended.

[“The Pacific,” by Stanley Rogers;
Illustrated by the Author.]
[“My Greatest Adventure, Searching for Private Treasure in Cocos Island,” by Malcolm Campbell. Illustrated.]

Among these isles of adventure he does not omit mention and depiction of Cocos, although it is “the small dust in the balance” of Pacific lands, lying as it does some hundreds of miles off the coast of Panama and of Costa Rica (to which it belongs); for, small as it is—in four miles by three—it has a magnet that has drawn more treasure-hunters to its shores than perhaps any other spot in the round earth. It drew Sir Malcolm Campbell in days before he had won title and renown as a breakaway motor-records. In a lively narrative he relates the story of his “greatest adventure,” in quest of the “pirate treasure,” which, along with a still richer hoard believed to be hidden somewhere in the rugged and jungle-covered soil of Cocos by a later set of mariners—in fact, little more than a century ago—after murdering a company of monks and nuns, with the gold of the Incas in their possession, who had taken flight from Lima to escape from Bolivian revolutionaries. They fell into worse hands when they committed themselves to the tender mercies of Captain Thompson—sad to say, a Scotman—whose inadequate punishment was that he was never able to discover the spoiler for which he had committed wholesale massacre. Persistent ill-luck seems to attend efforts to discover the secret of Cocos; and such was the experience of the author and his friends on the yacht that landed them in Wafer Bay and Chatham Bay. But he seems to retain his belief in the existence of the treasure, and means to have another trial.

That the days of romance and adventure on the Pacific Ocean are not at an end is affirmed by Mr. Stanley Rogers in a general survey, and illustrated by Sir Malcolm Campbell by particular example. “The Pacific” of the first-named writer is a companion volume to “The Atlantic,” in which, and in other books he has drawn freely and largely from his knowledge of the sea and of ships, including his own experiences on salt water, in “windjammers” and other craft. In the great ocean that interposes between Asia and Australia and America he has a wider field and not less intimate acquaintance with his subject, noting that, writing from Wapping in 1920, he can recall South Sea voyagings when he was a boy in the late nineties. But most of his information is drawn from books and from talks with men who have visited every corner of the Pacific; and he has plenty to tell of Pacific navigators and pioneers, of Pacific trade and merchant shipping of Pacific adventures and shipwrecks, of pirates and treasure seekers, whalers and beach-combers. He has chapters on Pacific literature and on the linguistic frances that passes current throughout the great ocean, “peche-de-mere.” On the other hand, his drawings, including those in colour, of ships and of island scenes and characters are all from his own clever and accomplished hand.

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The new and fifth edition of this practical handbook has been introduced and many new illustrations added to bring it up to date. It is written in simple language to meet the demand of owner-drivers.

MYSTERY CLEARED.

Caxton Books Sold for £20,000.

A mystery regarding the disappearance of Caxton books from York Minster Library has been cleared up by the Dean of York, Dr. L. G. B. Ford. The books were sold more than a year ago for £20,000. In a statement following what is described as an “extraordinary report” concerning “the mysterious disappearance” of certain volumes from the Minster Library, the Dean says he “thinks it right to state the facts of the case.” These, he says, are that more than a year ago the Dean and Chapter were confronted with the necessity of providing for urgent repair work upon the fabric of the Minster and, convinced that it was impossible to raise the funds required by further public appeals, were obliged to consider the expediency of parting with a few of the valuable books in the Chapter Library. Before taking action they consulted some of the highest legal and archaeological authorities, and ascertained that the library books must be regarded as part of the corporate property of the Chapter. After ascertaining that the “need of the Minster seemed to justify the step,” the Dean adds: “The Dean and Chapter, in full assembly, decided to part with some books, including five Caxton volumes which had high marketable value, but only a bibliophilic interest and no intimate association with the life or work of the Cathedral or diocese. The sum of £20,000 was paid for the books.”

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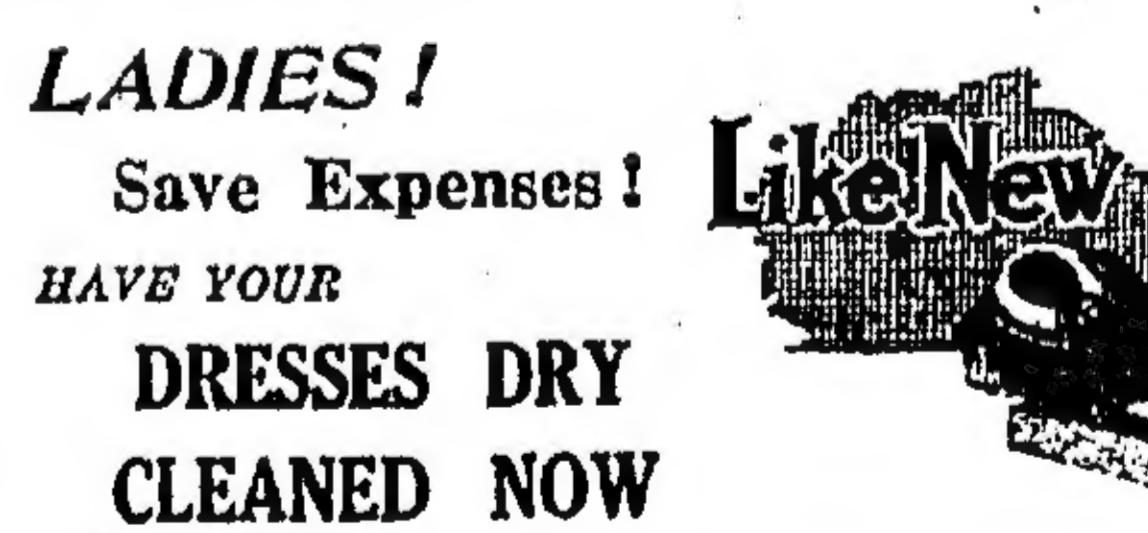


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CHILDREN'S CORNER

FROM PIRATES' LAIR.

When bold, bad buccaneers roved the Spanish Main, the island of New Providence, in the Bahamas Group, was a nest of pirates.

The task of driving out the sea rovers was entrusted to one, Captain Woodes Rogers, himself a famous filibuster, and well-acquainted to handling lawless men.

One of the first victims of his ruthless campaign for the suppression of piracy was the infamous pirate, Blackbeard. He was hanged, together with a number of his company, whilst more than a thousand of the buccaneers surrendered to the Royal pardon. The event is commemorated in the motto of the colony: “Expulsa Piratis—Restituta Commercia.”

The approach to one of the forts, Fort Fincastle, erected on New Providence as a defence against piratical raids, is seen in the picturesque design of certain stamps of the colony, both current and obsolete. It consists of a long flight of steps hewn out of the solid rock to enable troops to pass secretly between the fort and the harbour of Nassau.

From this former pirates' lair has come a particular set of stamps in celebration of the three hundredth anniversary of the first British settlement. The design incorporates an impression of the seal of the colony, showing a group of 16th century sailing ships, with the motto already referred to, and the dates, “1629,” “1729,” and “1929.”

THROUGH A TABLE.

This trick never fails to mystify people who do not know the secret. Seated at a table, with your friends in front of you, place a tumbler upright beneath the table-cloth, and cover it with a newspaper. Then tell your friends you are going to pass the tumbler right through the table.

Press the newspaper firmly all round the glass until it takes the shape of the glass. Gradually appearing to be still smoothing the paper down the sides of the glass slide the glass towards you and let it drop into your lap. The newspaper still retains its shape.

Quite suddenly flatten the paper with a bang, and let the glass drop on the floor. Your friends will be surprised to see the glass under the table.

OUR LIVES.

Our lives are like unto waves That, rising unnoticed from the sea,

Ride o'er its bosom With countless other waves, Each one straining to outshine the other

In size and splendour, Forgetful all the while about the sea,

The mighty sea that gave them birth;

Until, remembering her when bearing down upon Some rock, they hurl a hurried prayer to her

And, breaking down the jagged base, They trickle down to mingle with the foaming waters,

Leaving—the sea.

RAINBOW'S END.

At the foot of the rainbow, I found a dream, A shy little dream, a sweet little dream;

It brought me flowers and ferns from the downe, And leaves of russets and golden-browns.

It brought me joy and peace and love,

In whispers soft as a woodland dove—

My shy little dream, my sweet little dream.

At the foot of the rainbow I found a dream, A proud little dream, a high little dream.

It carried me over the rivers in flood

And lifted me far above life's mud;

It sought for and found a crown for my hair,

And helped me to climb to the top of life's stair—

My proud little dream, my high little dream.

At the foot of the rainbow I found a dream, A dear little dream, a wise little dream.

It taught me to laugh and run and sing,

To follow the birds with their widespread wing;

To look for the noblest and then most wise,

And to keep my gaze ever on the skies—

That dear little dream, that wise little dream.

Poetry.

I have sung of the wind and the flowers, of the sky and the open road;

As have others before; Of my Lady Fair and the fight, of romance and adventure's call.

Like a gay troubadour.

And they said: “Like the water-fall's spray, and the song of

a falling rill—

Just pretty; no more!”

So I wrote a sentence in lines without Reason or Rhyme or Metre.

And they said: “What strength! What originality!”

But it was not Poetry.

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LAWN BOWLS

C.C.C. and K.C.C. Still on Top.

C.S.C.C. DOUBLE.

K.C.C. Leaders of Second Division.

A full programme of lawn bowls was played yesterday. The C.C.C. and the K.C.C. remain at the head of Division I, whilst the top position in Division II is held by the K.C.C.

The Club de Recreio failed to hold the C.C.C. at Happy Valley, whilst the Police lost their third successive match, the margin in favour of the K.C.C. being 17 shots.

Tai Foo scored their first win of the season, their victims being the K.B.G.C. whilst an exciting finish at Kowloon Dock saw the Civil Service secure a triumph by three shots.

In Division II, the Civil Service had another exciting win—this time by one shot against the Electric Co.

The K.C.C. defeated the Yacht Club, Club de Recreio proved too good for the C.C.C., and the K.B.G.C. defeated Tai Foo.

League I.

C.C.C. v. RECREIO.

At Happy Valley, the Craignewer C.C. defeated the Club de Recreio by 21 shots.

Scores:—

Craignewer. Recreio.

G. L. Buchanan E. L. Barros
A. A. Razack P. A. Yvanovich
W. T. Brightman L. A. Gutierrez
E. el Arculli C. E. Marques

(Skip) ... 25 (Skip) ... 11

F. J. Neves A. S. Gomes
M. O'Brien R. R. Roberts
L. E. Lamont L. C. R. Souza
C. S. Rossetti R. F. Luz

(Skip) ... 11 (Skip) ... 22

A. E. Contes Dr. R. A. C. Basto

W. Gill A. H. Basto
M. A. R. Sousa C. A. Lopez
U. M. Omar C. G. Silva

(Skip) ... 30 (Skip) ... 12

66

POLICE R.C. v. K.C.C.

At Happy Valley, the Police R.C. lost to the Kowloon C.C. by 17 shots.

Scores:—

Police R.C. Kowloon C.C.

J. Kirby E. C. Flincher
E. Gooding J. A. Howe
W. McHardy J. Hyde

J. C. West A. E. Silkstone

(Skip) ... 13 (Skip) ... 33

T. Daly H. Hampton

L. K. George C. J. Tacchil

J. Oran A. Hyde Lay

A. J. Johnson J. Fraser

Carey F. Goodwin

A. Reynolds H. Overy

F. E. E. Booker J. C. Lyall

W. Mair J. Gibson

(Skip) ... 26 (Skip) ... 15

56

TAIKOO v. K.B.G.C.

On their own ground, the Tai Foo R.C. defeated the Kowloon B.G.C. by 13 shots.

Scores:—

Tai Foo R.C. Bowling Green

R. S. Nichol J. Sloan

W. Weir T. S. W. West

J. Ferguson G. E. Roylance

(Skip) ... 26 (Skip) ... 18

G. McCleod L. F. Chambers

S. Amery T. Ferguson

R. Russell E. W. L. Hogbin

(Skip) ... 25 (Skip) ... 17

T. Stanfenton J. Rodger

J. C. Polson G. Sherriff

T. Young H. Nish

N. Drummond W. Russell

(Skip) ... 19 (Skip) ... 22

70

KOWLOON DOCK v. C.S.C.C.

In Kowloon the Kowloon Dock Recreation Club were defeated by the Civil Service Cricket Club by three shots.

Scores:—

K.D.R.C. C.S.C.C.

H. C. Cooper Jas. T. Dobbie

G. Henderson L. E. Longbottom

J. Puncheon E. L. Holland

F. Cullen A. O. Brown

(Skip) ... 20 (Skip) ... 15

W. Hedley S. Rahdi

J. V. Ramsay S. Alderman

H. M. McTavish A. Oswick

(Skip) ... 23 (Skip) ... 20

62

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working order.

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League II.

RECREIO v. C.C.C.

At King's Park, the Club de Recreio defeated the Craignewer C.C. by two shots.

Scores:—

Recreio Craignewer.

M. F. Baptista W. McBride

H. Rozano E. Smith

E. M. Remedios F. K. Modl

F. X. M. Silva H. V. Pearce

(Skip) ... 18 (Skip) ... 15

F. Prata F. Plinner

J. M. S. Rosario R. Hooper

A. V. Borras Y. Abbas

J. G. Orozco A. L. de Souza

(Skip) ... 20 (Skip) ... 24

F. Xavier W. White

J. M. M. Alves E. Hamer

J. J. Bento C. Summons

F. V. Ribeiro W. V. Field

(Skip) ... 20 (Skip) ... 17

58 56

C.S.C.C. v. ELECTRIC R.C.

At Happy Valley, the Civil Service C.C. defeated the Electric R.C. by one shot.

Scores:—

Civil Service C.C. Electric R.C.

P. Knight H. S. McKay

C. Strange A. Thomson

J. F. Willmott S. Deacon

W. E. Hollands W. H. B. Muskett

(Skip) ... 20 (Skip) ... 18

L. Lockhart F. Normington

J. Shand J. Sloan

A. E. Murphy G. T. Padgett

H. E. Strange A. Webster

(Skip) ... 18 (Skip) ... 16

Jones R. C. Butler

Bobbington C. E. Gahagan

Luck D. S. Hill

W. J. Bickford J. F. Lunney

(Skip) ... 16 (Skip) ... 19

54 53

K.C.C. v. YACHT CLUB.

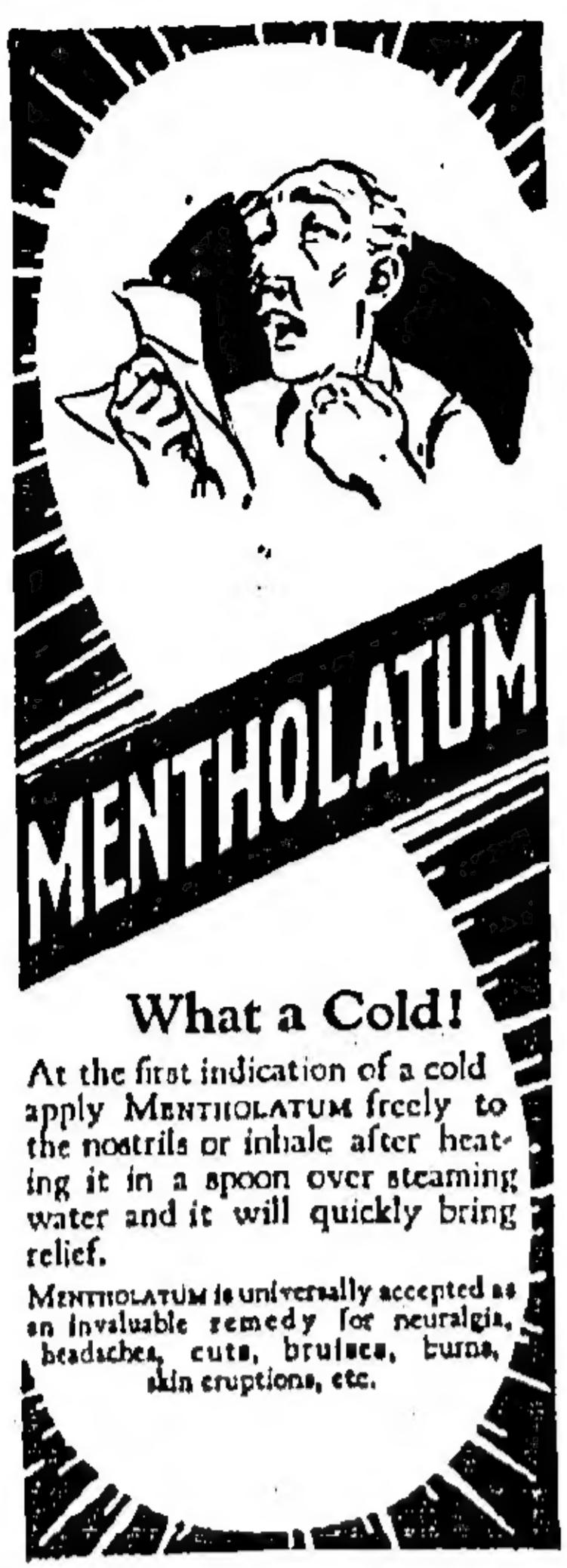
On their own ground, the Kowloon C.C. defeated the Royal Hong Kong Yacht Club by 13 shots.

Scores:—

Kowloon C.C. Yacht Club

H. Gittins A. Murdock

T. W. Carr J. Bentley



What a Cold!

At the first indication of a cold apply MENTHOLATUM freely to the nostrils or inhale after heating it in a spoon over steaming water and it will quickly bring relief.

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MONGOLIAN STAG PAYS OVER \$300

(Continued from Page 1)

The pace of The Plover proved far too much in this race, Mr. Frost redeeming himself with a very comfortable win. Thunderous Stag, with whip applied right from the start, was made to run hard, and incidentally made just the nice place required by a bunch of quite useful "Class II" steppers. Jadestone showed up in the earlier stages, but was finished with coming up the incline. The Plover took command here, and Sancton looked certain to be a belated second. Paul Pry took third place from a very tired crew in the last 50 yards.

3.—Sub. Griffins Summer Handicap: First Division: Seven Furlongs.—For China Ponies, Subscription Griffins of this Club of any Season. Winners of five or more races at any time barred. Top weight not to exceed 161 lb. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$200. 3rd Prize: \$150. Hall & Shenton's The Quail 150 lb (Mr. Frost) 1 A. W. da Roza's Tay 133 lb .. (Mr. A. W. da Roza) 2 T.P.T.'s Tunney 161 lb (Mr. G. U. da Roza) 3 Also ran: Pi-fa 166 lb (Mr. S. Y. Liang); Groombridge 150 lb (Mr. M. Stanton); Mascot 160 lb (Mr. Soares); Misamis 166 lb (Mr. A. R. Botelho); Pacemaker 160 lb (Mr. Proulx); Redskin 160 lb (Mr. I. M. Stewart); Scrappit 133 lb (Mr. H. A. B. Botelho); Vamousse 145 lb (Mr. Harriman). Won by a short head; a length. Time: 1 min. 53 sec. Parimutuel: Winner \$38.70; Places, 1st \$10.40; 2nd \$56.90; 3rd \$7.10.

Winner Places

Tunney 1,174 1,723
Pacemaker 504 969
Pi-fa 494 807
The Quail 362 674
Misamis 187 227
Vamousse 131 230
Redskins 128 236
Tay 46 71
Groombridge 36 79
Mascot 30 53
Scrappit 28 73

This was quite the best race seen at the Valley for many a long day. Mr. A. W. da Roza, on Tay, staged a wonderful run-in on the outside coming down the straight, to be just nosed out by The Quail, which had taken the lead from a very close bunch coming up to the Rock. Mascot led the field in the earlier stages, but was practically done with just past the football stands. Here Mr. Frost pushed The Quail forward, and looked to have the race well in hand, until Tay's electric burst. The result was in doubt until the numbers went up. Mr. A. W. da Roza rode in much better form, and seemed to have regained all the confidence that marked him out as one of the best novices in training last back-end. Mr. Stanton came off Groombridge, without any serious damage.

4.—Fourth New Aggregate Stake: One Mile and a Quarter.—Value \$750. For all China Ponies. Winners of \$5,000 or more in stakes anywhere since January 1, 1931, weight for inches as per scale; of \$4,000 to \$4,999, 3 lb. allowance; of \$3,000 to \$3,999, 5 lb. allowance; of less than \$3,000, 7 lb. allowance. The stakes will be run for six times, or as decided by the stewards. At the end of the season an additional sum of \$2,000 will be divided between the ponies scoring most marks in the races for the stakes during the season in the proportion of first, 70 per cent, second, 20 per cent, and third, 10 per cent of the added money so far as is consistent with ties. Marks to count 4 for a win, 2 for a second, and 1 for a third in each race. The benefit of marks already scored to pass with a pony on a stale. Entrance Fee \$5. 2nd Prize: \$300. 3rd Prize: \$200.

Chan Tin-sun's Apollo 149 lb (Mr. Frost) 1 Teater & Abraham's The Tiger 148 lb (Mr. Harriman) 2 W. T. Stanton's Donnabella 148 lb (Mr. Stanton) 3 Also ran: Bright Eyes 146 lb (Mr. A. A. R. Botelho). Won by many lengths. Time: 2 mins. 35 sec. Parimutuel: Winner \$5.10; Places, 1st \$5.10; 2nd \$5.10.

Winner Places

Apollo 1,448 835
Donnabella 64 65
The Tiger 37 309
Bright Eyes 21 46

This race was just a case of bad luck on a bunch of hopeless triers, who had a great view of the east end of a pony travelling west down the straight. Mr. Frost jumped into the lead at the very start, and was lengths ahead passing the stands the first time. Good old Tiger plodded along in second place, but could make not the slightest impression on Apollo, who won handily in the easiest

manner imaginable. The remainder of the field stuck it out very nobly until the end.

5.—Sub. Griffins Summer Handicap: Second Division: Seven Furlongs.—For China Ponies, Subscription Griffins of this Club of any Season. Winners of five or more races at any time barred. Top weight not to exceed 161 lb. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$200. 3rd Prize: \$150. Dalrem's Bay of Bellingham 148 lb (Mr. Soares) 1 Mrs. Dyer's Agate 142 lb .. (Mr. I. M. Stewart) 2 Artik's Movanagan 133 lb .. (Mr. A. W. da Roza) 2 Also ran: Arctic Eve 133 lb (Mr. Proulx); Brown Eyes 149 lb (Mr. Harriman); Cream Cracker 161 lb (Mr. Frost); Flornotta 141 lb (Mr. A. A. R. Botelho); Happy Day 161 lb (Mr. G. U. da Roza); Sans Souci 133 lb (Mr. Ip Kul-ying); Silver Flare 133 lb (Mr. Y. T. Fung); The Lombard 162 lb (Mr. H. A. B. Botelho).

* Dead heat. Won by a length; dead heat. Time: 1 min. 54.1/6 sec. Parimutuel: Winner \$14.90; Places, 1st \$8.70; 2nd \$4.00; 3rd \$43.20, and Agate \$64.70.

Winner Places

Cream Cracker ... 937 1,389
Bay of Bellingham ... 11. 2,197
Happy Day 268 465
Arctic Eve 244 444
Brown Eyes 105 294
Silver Flare 162 373
San Souci 60 141
Movanagan 41 117
Agate 22 75
The Lombard 8 67
Flornotta 7 27

Bay of Bellingham II, came through here to win without any great effort by a length. Chief interest in this race was centred upon Cream Cracker, Mr. Frost's mount. However, bearing in mind Mr. A. W. da Roza's ride on Tay, some wise punters thought he might do some good on Movanagan. In an exciting struggle at the finish he managed to dead heat for second place with Agate, and the result was a nice little scoop for the faithful. Cream Cracker was frankly disappointing, and was well in the ruck at the finish. The race was anybody's until Bay of Bellingham took command at the final turn.

6.—June Handicap: Third Division: One Mile and a Quarter.—For China Ponies, "C" & "D" Classes, other than Griffins or Subscription Griffins of this Season, which have started in Hong Kong at least twice since January 1, 1931. Top weight not to exceed 165 lb. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$200. 3rd Prize: \$100. W. T. Stanton's Mongolian Stag 140 lb (Mr. A. W. da Roza) 1 Yam Man's One Third 165 lb (Mr. G. U. da Roza) 2 S. N. Pan's Mount Elburz 147 lb (Mr. Proulx) 3 Also ran: Armony 164 lb (Mr. Charles); Orlando 152 lb (Mr. Frost); Tango 142 lb (Mr. Harriman). Won by 1/2 length; 4 lengths. Time: 2 mins. 40.3/5 sec. Parimutuel: Winner \$300.70; Places, 1st \$22.20; 2nd \$6.90; 3rd \$11.50.

Winner Places

One Third 1,668 1,689
Orlando 1,286 1,672
Tango 379 547
Mount Elburz 288 513
Armony 131 275
Mongolian Stag 57 194

Mount Elburz, in the usual manner, went away to take a useful lead at the start, challenged by One Third and Mongolian Stag. The order was maintained past the football stands, with Orlando, much-fancied, and ridden by Mr. Frost, slowly dropping. Mount Elburz began to falter a little at the Rock, where One Third closed up. However, Mongolian Stag, nicely positioned, came through in the straight to take prize money, and incidentally pay the glorious dividend of over \$300 to win and \$22 odd to place. Mount Elburz hung on gamely to take third place. One Third being four lengths ahead for second money. The win, naturally, was quite popular with the 67 lucky winning ticket holders—and it was thoroughly well-deserved.

7.—June Handicap: First Division: One Mile and a Quarter.—For China Ponies, "A" Class, other than Griffins or Subscription Griffins of this Season, which have started in Hong Kong at least twice since January 1, 1931. Top weight not to exceed 161 lb. Entrance Fee \$5. 1st Prize: \$600. 2nd Prize: \$300. 3rd Prize: \$200. Eve's Boxing Eve 164 lb (Mr. Charles) 1 Mrs. Dunbar's Sitting Bull 161 lb (Mr. Heard) 2 Also ran: Wisdom Stag 148 lb (Mr. Frost). Won by 1 length; many lengths.

Time: 2 mins. 34.3/5 sec. Parimutuel: Winner \$39.50; Places, 1st \$50.80.

Winner Places

Sitting Bull 1,841 166
Wisdom Stag 1,164 122
Boxing Eve 384 27

Mr. "Bob" Charles, on his pet pony, Boxing Eve, rode himself clean out to take this hard-ridden race. Mr. Heard played his usual waiting tactics on Sitting Bull, but for once was out-jockeyed, Mr. Charles being content to wait until the football stands before he went into the lead. He established a fairly good advantage, steadyng the Eve up very nicely near the Rock, and letting it go again coming into the Village Bend. Here Mr. Heard made his big effort, and chased Boxing Eve down the straight, but was that little fraction too late to turn the trick. Boxing Eve was led in with Mr. Charles bolting supported in the saddle. This was an example of really plucky riding. Mr. Charles' many friends congratulated him upon a really "gritty" display.

8.—June Handicap: Second Division: One Mile and a Quarter.—For China Ponies, "B" Class, other than Griffins or Subscription Griffins of this Season, which have started in Hong Kong at least twice since January 1, 1931. Top weight not to exceed 161 lb. Entrance Fee \$5. 1st Prize: \$450. 2nd Prize: \$250. 3rd Prize: \$150. W. T. Stanton's Mike 161 lb .. (Mr. Frost) 1

Winner Places

Mike 2,156 1,608
City Hall 648 942
Peppercorn 378 590
Lobster Bay 347 754
Gomeril 217 376
New Year's Eve 146 lb (Mr. Colman); The Gomeril 133 lb (Mr. Ip Kul-ying).

Won by 3 lengths; many lengths.

Time: 2 mins. 37 sec. Parimutuel: Winner \$7.90; Places, 1st \$5.80; 2nd \$6.40; 3rd \$7.30.

Winner Places

Mike 2,156 1,608
City Hall 648 942
Peppercorn 378 590
Lobster Bay 347 754
Gomeril 217 376
New Year's Eve 73 164

City Hall led just the stands, followed by Mike and The Gomeril. Mr. Proulx set out to make the pace, and was still leading at the football stands, with Mike running easily about two lengths behind, in second place. Coming up to the Rock, Mike gradually went into the lead, and The Gomeril began to drop back, Peppercorn coming into the running. Mike came round the bend and into the straight to win by three lengths from the hard-washed City Hall, whilst Peppercorn got into third place from a bit of a scramble. The public judged the race almost perfectly.

9.—Victoria Park Handicap: Six Furlongs.—For Australian Ponies. Winner barred. Entrance Fee \$5. 1st Prize: \$500. 2nd Prize: \$300. 3rd Prize: \$200. W. H. Parkin's Mongolian Stag 140 lb (Mr. A. W. da Roza) 1 Yam Man's One Third 165 lb (Mr. G. U. da Roza) 2 S. N. Pan's Mount Elburz 147 lb (Mr. Proulx) 3 Also ran: Armony 164 lb (Mr. Charles); Orlando 152 lb (Mr. Frost); Tango 142 lb (Mr. Harriman). Won by 1/2 length; 4 lengths. Time: 2 mins. 40.3/5 sec. Parimutuel: Winner \$100.70; Places, 1st \$7.50; 2nd \$13.10; 3rd \$7.

Winner Places

Mongolian Stag 933 1,051
Piccallilli 882 820
Morning Star 641 796
Rooslan 310 360
Crown Prince 221 258
Fair Sport 154 223
Acacia Leaf 94 134
Twilight 65 12

Piccallilli, ridden by Mr. Keith-Murray, came in here to win quite easily by 2 lengths. Mr. J. E. Noronha, on Crown Prince, scored a great popular "hit" when he came in second, and Captain Colman, on Marquis Hall, brought Lady Peel into the money, much to everybody's delight. Dividends followed the usual run, not being too big or too small, leaving most of the punters satisfied.

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The officials of this race meeting were as follows:- Patron: H.E. Sir William Peel, K.C.M.G., K.B.E. Steward: Hon. Mr. C. Gordon Mackie (Chairman), Mr. R. M. Dyer, C.R.E., Mr. V. M. Grayburn, Mr. M. T. Johnson, Sir Joseph Kemp, K.C.B.E., Mr. T. E. Pearce, Hon. Mr. W. E. L. Shenton, Mr. F. Sutton, Mr. P. Teater.

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Judge: Mr. P. Tester.

Assistant Judge: Mr. P. M. Hodgson.

Starter: Mr. S. A. Slop.

In Charge of the Paddock: Mr. F. Sutton.

In Charge of Parimutuel: Hon. Mr. C. G. Mackie, Mr. V. M. Grayburn.

Handicapper: Mr. C. M. S. Alves.

Timekeeper: Mr. A. E. S. Alves.

Surgeon: Dr. J. C. Macgown.

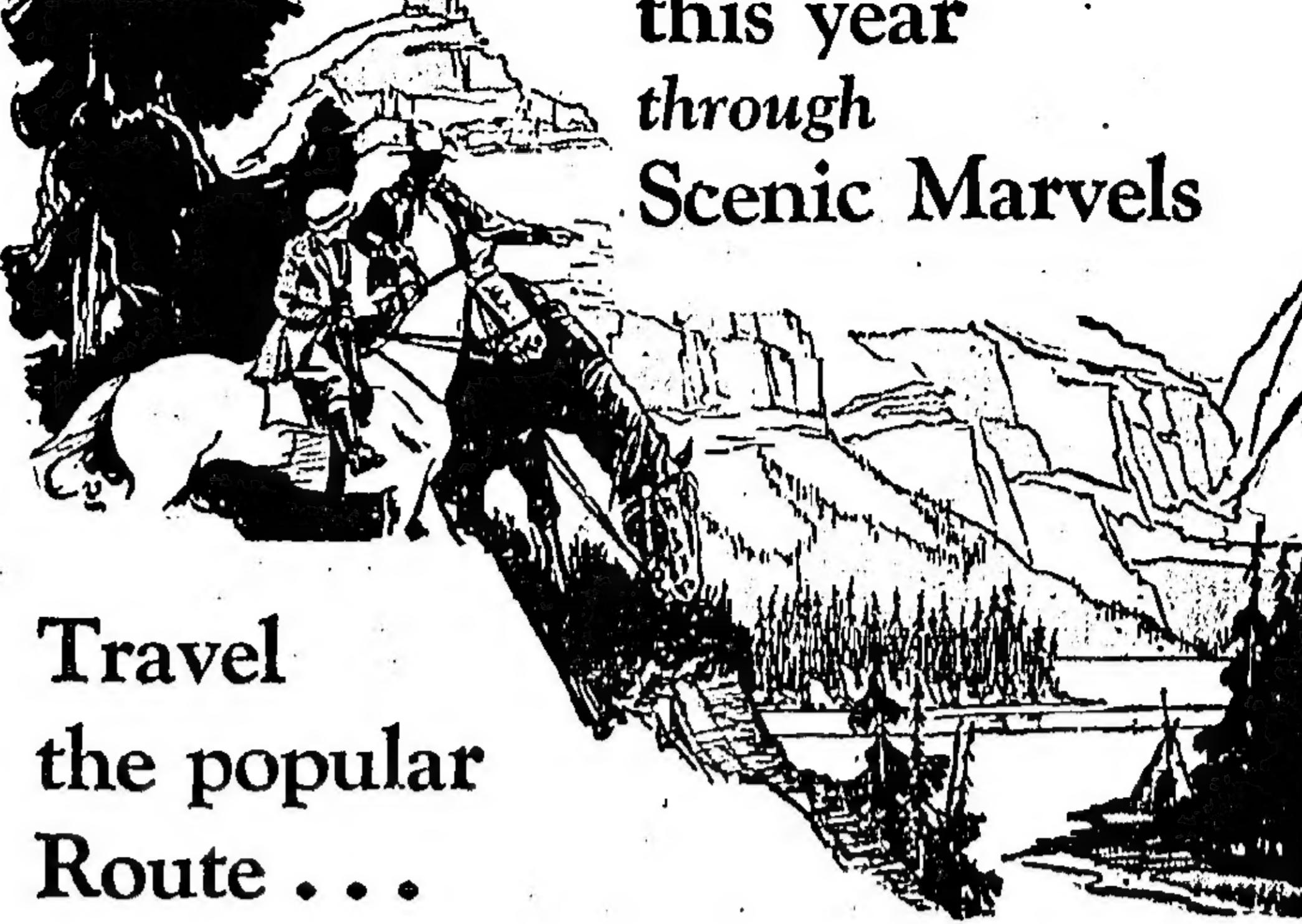
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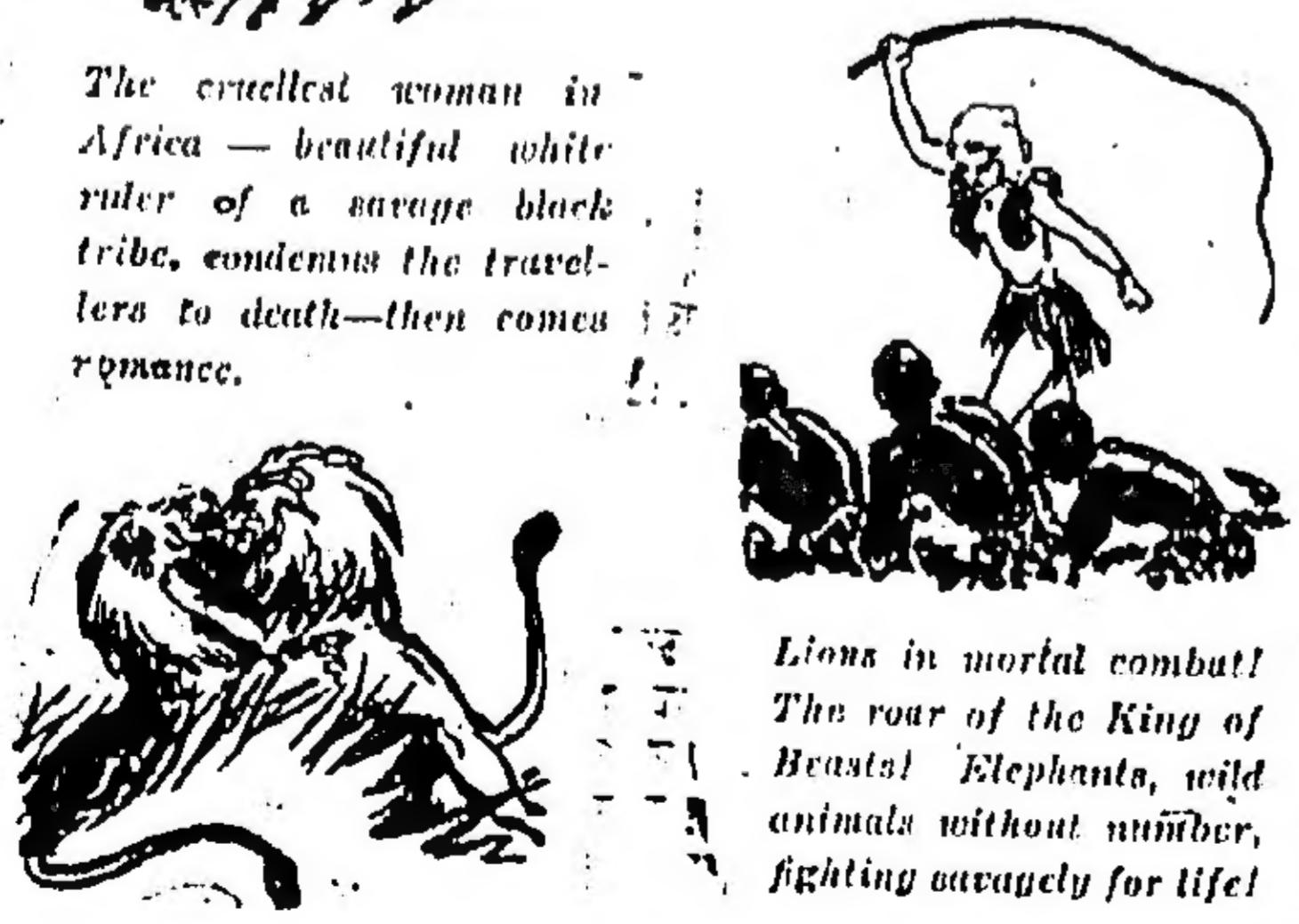
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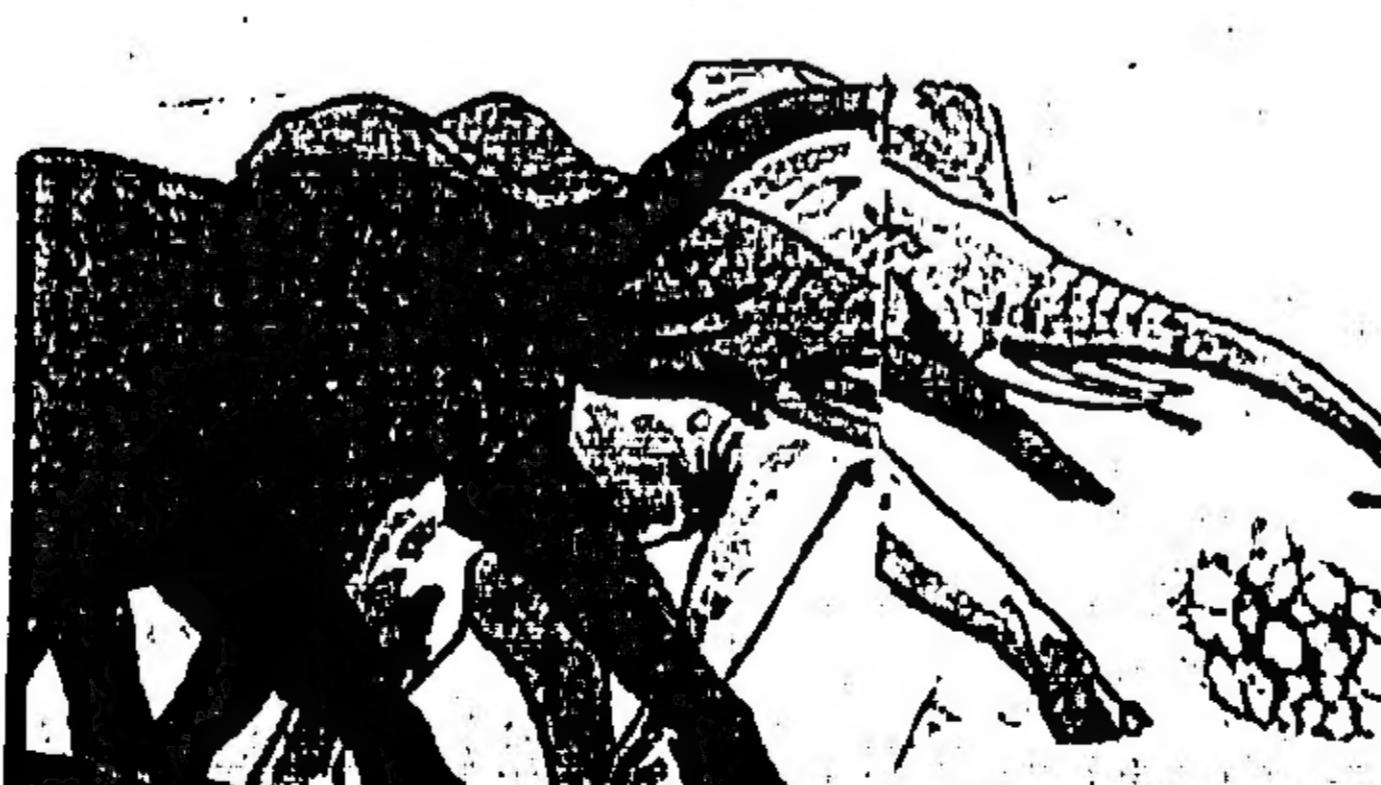
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Some time ago I gave in these columns the Perfect French youth's idea of wife, the perfect wife, and now I give the American's viewpoint, which is decidedly more exacting. The test as to the essential accomplishments of the perfect American wife was recently conducted by the Department of Household Arts of the Teachers' College, a branch of the Columbia University, with this result:

She must wear broad-toed shoes with low, flat heels, to avoid risk of a sprained ankle.

She must see that the baby has fresh underclothes at least once a day.

She must watch the tradesman's scales while he is weighing her purchases.

She must eat sweets only just after a meal.

She must sit on a high stool while preparing vegetables or washing up.

She must use an electric iron, a fireless cooker, a vacuum cleaner, and a food chopper (not all at the same time, of course).

She must not squat.

She must spend some of her time reading aloud to her children.

* * *

She must remember A Tough the birthday of 'Un'

every relative (including ma-in-law).

She must make most of her clothes, wearing in Summer a gown of gingham and apron of percale, pressing it herself when that is necessary.

She must make herself a party dress, preferably of pink voile, and nightgowns of muslin.

She must know a good piece of meat when she sees it.

She must not ever run into debt.

She must grow plants and flowers.

She must never guess at the amount of salt, butter or flour when baking a cake.

She must make a careful shopping list before going out to the shops.

She must look over all vegetables and fruits before letting them be shot into a bag.

I bet that many Hong Kong girls now understand why it has been so impossible to "land" those handsome American boys, and now that they know the truth they will stop trying, because life in America, under those conditions, is not all milk and honey, after the way they are pampered out here and have everything done for them by amah and "boy."

In a letter to the Modern Editor of the Straits China Echo, a correspondent who signed himself "The Young Explorer" writes:

"China has, after years of humiliation, recognized that she is far behind the times and that to free herself from the bonds of tyranny she has first to 'Westernize' herself.

"Following the attitude of their country, the younger generation has without hesitation adopted the customs and fashions of the West. Bob-haired Chinese girls with short skirts are now not a rarity. They are modernizing themselves, they say, and some have even gone so far as to assert that these are signs of patriotism and loyalty to their country! I challenge any of these so-called modern Chinese maidens to show me how lipsticks and short skirts can in any way help China in her onward progress.

"We turn next to those be-spectacled young men with their gaudy rainbow coloured and Oxford bags. Beyond a mere smattering of knowledge of English, they are fortunate enough to live in a land of milk and honey inherited from their fathers. And these are the persons who call themselves modern! Jazz music, Charleston, and Fox-trot may be good exercises for the body (though I have failed to see how) but will they, can they lead us to the path of modernism?

* * *

"I am not a kill-

A Note Of joy, and I am not

Warning, writing this in

the role of a

possessist. I am a young Chinese myself, and as far as I am aware I am not behind the times, but let me sound a note of warning once and for all that modernism does not mean sheer recklessness in fashions and manners.

Modernism implies the attainment of higher education and broader and saner views of life.

We cannot modernise ourselves without the possession of a lofty intellect and a sane and noble view of life."

But why blame it all on the youths and maidens of China, "Young Explorer"? Surely, the parents also are to blame for shirking their responsibility if they allow their sons and daughters to do as they like. Signs are not wanting that it is many of the parents who have been stung by the bug of modernism, and have become so indulgent that they give their children too much rope—even unto death—and who can blame the children for accepting their new-found freedom as a matter of course?

Here's a case in point in Point. In view of the well-known solicitude of the Chinese father for the well-being of his children after his death. In his will he invariably (in the old days, that is) gives his children good advice as to how to conserve resources, etc., but now he gives them a free hand with their inheritance. Thus a Chinese who died recently leaving a house and money in Hong Kong also left one of the shortest, if not actually the shortest, Chinese will giving his son (apparently his only child) full power "at any time to dispose of, or sell, or mortgage the house, and to withdraw the sum of money deposited in the bank for meeting expenditure."

Of course, much depends on the son, and the training he had had, and I am not saying that this particular son is one of those youths referred to by "Young Explorer," but the example that I have given seems to indicate that the desire for "being modern" (with its advantages as well as drawbacks) is not confined to the "young set" in China.

* * *

The following paragraph appeared in the Cases, China Mail on Monday:

"At the conclusion of the hearing at this morning's Assizes, Mr. Justice Lindsell informed the Court that the Chief Justice and himself wished it to be known that future hearings of Criminal Sessions cases would commence at 10 in the morning, continuing to 12.30 p.m. The afternoon hearing would commence at 2.30, finishing at 4.15 p.m."

This means starting half an hour earlier in the morning but it also means two hours' interval for tiffin, and this will be a very welcome departure to jurors, who hitherto had been rushed in the matter of getting a bite of food, with Courts rising at 1 p.m., and often even some minutes after that hour in an attempt to "finish off" a witness before the adjournment. One o'clock is also the hour at which office assistants go to tiffin and they fill the restaurants with the result that jurors who arrive a few minutes later can find no accommodation and must wait, and, oftener than not, when they can secure a table there is only enough time left to eat a couple of sandwiches, drink and cup of coffee, and rush back to Court to save their skins!" With the Courts rising at 12.30 it gives them a chance to eat leisurely before the rush hour and then they can stretch their legs a bit and digest their food before returning to Court to be cooped up in the jury box for another two hours.

SUNDAY SALLIES.

"Pursuit of Health" ... by Dr. Graves. — How can?

* * *

"Anybody's War?"—Anybody's Woman? If she's anybody's woman why war about it?

* * *

Money goes farther to-day than it did a year ago, says a Home writer. It keeps its distance better in Hong Kong.

* * *

The Shanghai Sunday Times publishes a photo of a bride married at Tanglin F.M.S.—The F.M.S. must have Shanghaied Tanglin.

* * *

The quickest way to stop a dog fight, says an expert, is to hold a lighted match under the contestants' noses—We always adopt this cure when we see two or more hippopotami fighting, so it should work in the case of the dogs.

* * *

A moment's silent sympathy is asked for the mercantile officer who, on Saturday night, was confronted by the Arsenal Street traffic lights changing from red to green, and was unable to decide whether he should port or starboard his helm.

* * *

After 48 hours' research we are gravely told that according to the Oxford English Dictionary an anniversary is the yearly return of a date and that holiday is derived from holy day.—The former may not strictly be applicable to movable feasts and there is in 1931 as much connection, colloquially, between holiday and holy day as there is between a revival meeting and holystone.—Try, try, try again.

To "Infallible": "Lockaber No Moto" is unknown as a Scottish air.

* * *

"What is the best thing to take when you are run down?" asks a Kowloon render.—With all due humility, we suggest the ear's number.

* * *

A Dundee man has invented a revolver that emits an acrid smoke and makes people choke. But we can get "cumshaw" cigars that will do all that.

* * *

"Gambling is rife on the high seas," says a writer.—The waves toss, the fishes gambol, the screws often race, sea-birds lay, and the ship often lays to.

* * *

To-day's little piece of advice: Don't leave your lighter at home. You never know when you may be run over by a motor-car with a drip from the petrol tank.

* * *

Things we may see shortly: Gent, about to take up motoring would gladly exchange set of diamond sleeve-links and small estate in the country for a tin of petrol.

* * *

There is no truth in the statement that Mr. Ramsay MacDonald has applied to the new Scottish Co-operative Wholesale factory for a Cabinet that can stand on its own feet.

* * *

"The motor horn should be used as a warning, and not as a threat," says the Minister of Transport.—What about the horns that laugh at you? The ones that bray at you. And those others that sneer at you?

"Eve didn't play golf," says a headline in a Home paper.—No; she contented herself with being a heavy handicap to poor old Adam.

* * *

There is no truth in the statement that as a result of the recent Portuguese uprising there has been a sharp rise in the Colony in the price of Madeira wine.

* * *

Headlines to motoring article in East African paper: "Some Causes of Vibration; Faults. Which can be Cured by Owne Driver."—So that is what vibration does!

* * *

"It will be especially valuable for high-class military manoeuvring."—Cable about aeroplane invention.—Presumably high-class military manoeuvring is that undertaken by officers who go to the best tailors.

* * *

Mr. Ede asked the President of the Board of Education in the House of Commons to take steps to ensure that correct English is spoken in talking films—Yip, pardners, it's jest about time them guys in them gollinkin talkies stopped hijacking the King's English in such a noise-wrecking fashion. Do you stuff, Edie!

* * *

A few extracts from Mr. Lionel Sleepin's remarkable publication, "Who's What":

How to rear horses. Tickle them with a feather.

How to double your salary. Fold your pay envelope in the centre.

How to avoid ink-stains. Write with a pencil.

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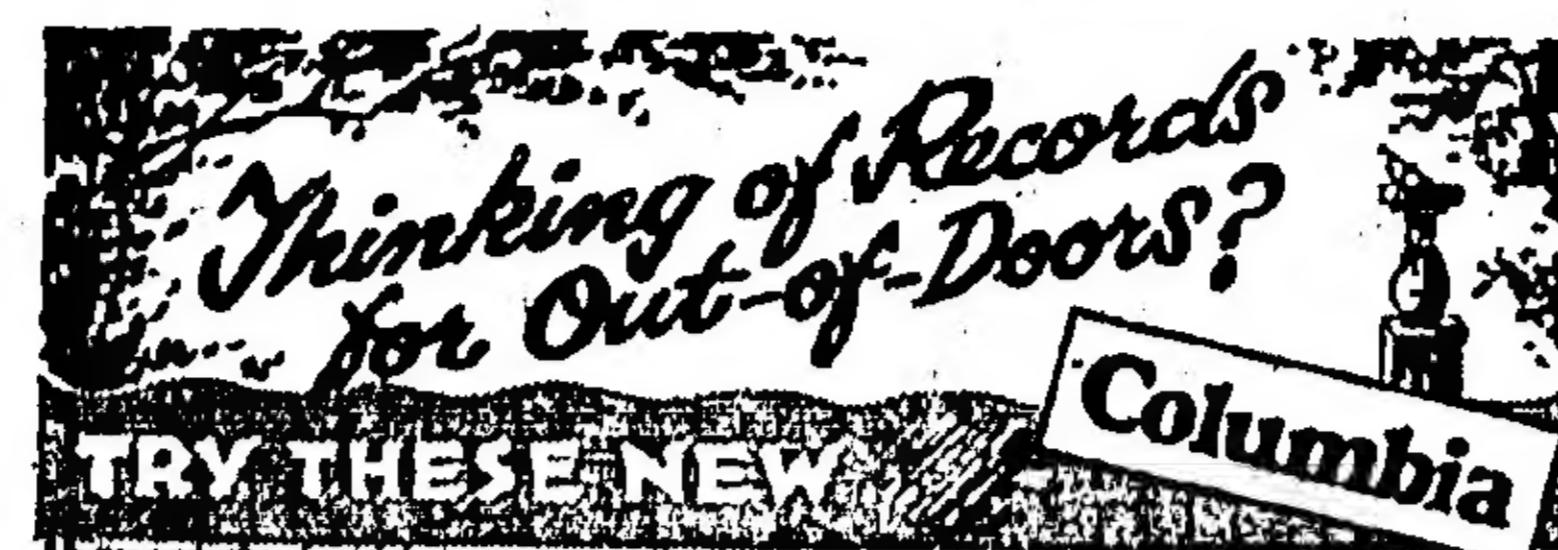
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HONG KONG, SUNDAY, MAY 24, 1931.

Another "Knock" at the Kowloon Buses.

IT is by this time generally appreciated that our comments in this column a week ago on the proposed revision of the system of fares on the Kowloon buses knocked the wind out of the sponsors of the scheme who sought to take time by the forelock by the publication of an inspired article in one of the morning newspapers. It was a coincidence that the Kowloon Residents' Association Committee, held their monthly meeting on the evening following our last issue, but it was exceedingly appropriate that they should also have a special meeting before the ordinary meeting to discuss the Kowloon bus fares and the Taiwan bathing beach.

With the exposure of the weakness of the proposed new scheme by this paper and the unanimous protest made against it by the K.R.A. Committee, it is to be hoped that its death knell has been sounded and that the only reply of the Government to the application of the bus Companies will be "nothing doing."

When the patrons of the buses in Kowloon obtain service—satisfactory service, that is—they may hope to enlist some support for a little more consideration in regard to higher fares from certain classes of the community. But they are still a long way off the ideal bus service, apart altogether from the type of vehicle in use. They have time tables and traffic regulators—or "irregulars" as some have become to be known—but that does not prevent buses arriving at the Ferry just as the gangway is going up or is already up. On certain routes it is a rarity to be able to catch a Ferry, and this can be very tantalising when the fifteen minutes' Ferry service comes into operation at nine o'clock each night.

At the bus termini furthest from the Star Ferry the drivers and conductors of certain buses seem to be a law unto themselves, and they care not whether a Ferry is missed or not. The result may be seen at almost any time at the Ferry "cattle pens"—say, two No. 8, four No. 6, and one No. 2. And, at times, when a No. 2 does happen to be there it moves out almost as soon as the Ferry gangway is down and the outgoing Ferry passengers have to wait anything from 15 to 25 minutes for another No. 2 bus.

In our last issue we commented on the lack of effort to keep some of the buses clean. This fault is particularly pronounced in the Summer when the menfolk are wearing white suits. Besides this, some buses are perpetual spreaders of germs, no attempt being made to sweep them out and dust the seats before a bus is ready to start out on a long journey either to or from the Star Ferry. The whole system is so provocative of criticism—and justifiable criticism—as to make the average resident of the mainland ashamed of such a bus service. It is tiresome that the authorities instilled into them some sense of their duty to the public. Something much better than what obtains at present is expected of public utility companies.

HONG KONG FAIRY STORIES.

The report of the Retrenchment Committee will contain no surprises.

* * *

We'll be told to-day more about Empire Day than we've ever known before.

* * *

Delegates of all the Bowling Clubs in the Colony assembled last night and passed a vote of thanks to the Director of the Royal Observatory for sending them two perfectly dry Saturday afternoons in succession in spite of the previous forecasts to the contrary.

Creators of rumours regarding currency are to be found accommodation in the House of Detention.

* * *

The Civil Service have been informed that the transfer fee for McTavish, who was only recently transferred from the K.H.C.C. to the Kowloon Dock Bowling team, now stands at \$4,000.

* * *

The Burgomaster of Taipo is to be asked to address the Rotary Club on the subject of the Anopholes Maternity Home, with particular emphasis on the tastes of the offspring for people of culture.

News in Brief.

Mr. D. C. Walmsley, of the Tai-ko Dock, left for Home on holiday yesterday.

Mr. and Mrs. Allan Cameron left for Yokohama yesterday by the s.s. Empress of Japan.

The Yasukuni Maru, from London, will arrive here on Tuesday afternoon instead of Wednesday.

The Rev. N. V. Hallward, M.C. (Diocesan Chaplain), will preach in St. Andrew's Church this evening.

The lowest open air temperature yesterday was 71 degrees. The humidity was 75 at 10 a.m. and 4 p.m.

Mr. C. Chumpton will be the speaker at the Rotary Club on Tuesday, his subject being "These Money Theories."

Mr. D. W. Marley, M.A., lecturer, Mechanical Engineering, University, left for Home yesterday by the P. & O. s.s. Camorin.

Dr. G. A. C. Herklotz, Reader in Biology at the University, left yesterday for Shanghai, and will be absent from the Colony for a month.

The preacher in St. John's Cathedral at evening to-day will be the Rev. W. Wanlin Rogers, M.A., Vicar of St. Andrew's Church, Kowloon.

Mr. George Duncan, M.B.E., of the Kowloon Dock and a Lieutenant in the Volunteer Corps, left for Home on holiday yesterday by the P. & O. s.s. Camorin, accompanied by Mrs. Duncan.

The staff of Messrs. Anderson, Meyer & Co. entertained the Manager, Mr. D. C. Forbes, at dinner on Friday in the Kam Ling Restaurant. Mr. Forbes left by the P. & O. s.s. Camorin yesterday.

At the Sanitary Board meeting at the Sanitary Board meeting on Tuesday, correspondence will be read relative to the application for an entire house licence at No. 78, Queen's Road Central, ground floor, and relative to an application to use the basement of No. 6 Duddell Street as a workshop.

Owing to an oversight a dozen copies of the Hong Kong Naturalist, Vol. 2, No. 2, lacking in one, two, or three of the coloured plates, were circulated yesterday. Subscribers who received incomplete numbers may obtain complete ones in exchange either at the University, or at the publishers.

Mr. F. H. Holdman, of the Parcels Department of the General Post Office, left for Home yesterday, accompanied by Mrs. Holdman, who has just recovered from a serious illness. Mr. Holdman has been a staunch supporter of the cricket and lawn bowls sections of the Civil Service Cricket Club, all the members of whom will wish him a pleasant holiday and a safe return to the Colony.

ACROSS THE PACIFIC

Small Craft Does It In 111 Days.

A RECORD?

Victoria, B.C., April 18. The same fair wind that enabled the liner Empress of Japan to set a new speed record of 7 days, 20 hours, 16 minutes for a Pacific crossing also blew a fishing boat into this port a day before the liner's arrival.

The boat is the Coquet, a 65-foot auxiliary sailing vessel, which made the same crossing under sail and with a crew of five men in 111 days. The Coquet now lies in Victoria Harbour.

The Coquet is commanded by Capt. George Waard, a Hollander, the same skipper who took a Chinese junk around the world in 1923 and 1924. With Waard was his son, Robert; Charles Cucko, Harry Wheatley and Toa Ken. Two other members of the original crew of seven men deserted at Honolulu when the vessel put into that port for water.

The skipper and men of the Coquet subsisted on crackers, salt fish and potatoes the entire journey, and slept in a tiny forecastle hardly high enough to stand erect in. The vessel made use of its auxiliary engine only on leaving Shanghai and on entering Victoria Harbour.

The Coquet flies the flag of the Yacht Club of Shanghai, Chinese registry, making no provision for fishing smacks. It is constructed of teak. The sailing ship probably be assisted by Mr. Poole

Editor



LETTERS TO THE EDITOR.

the despoiled Service man fought at the Settlement boundaries and alone prevented the rape and slaughter which happened at Nanjing. Earlier still, I was at Hong Kong when a certain general strike occurred, when even the rikisha coolies and the houseboys stopped work at the risk of having their throats slit. To whom did our "friends" call in their hour of need? It was the "untouchable" Service man who ran the essential services and acted as strike breakers generally. Who then so popular as they? Gallant heroes! Oh! wonderful ratings!

But now a Chief Petty Officer is not allowed to sit at adjacent tables to a deck hand or a fireman of a merchant ship, for the simple reason that he is wearing a uniform that he is rightly proud of.

We do not ask that the social order be altered at all in our favour. We merely wish to be treated as decent and respectable members of the community.

I willingly admit the insular prejudices of the average Briton against talking without having been formally introduced; I have travelled from Edinburgh to London with a solitary occupant of a railway carriage without speaking. But if "we are all friends," even though not on speaking terms," let the King's Restaurant withdraw its snobbish ban against Service men (in uniform), then maybe we'll begin to believe it.

Yours, etc.,

"VEGA."

Hong Kong, May 23, 1931.

MENACE TO CHILDREN.

Sir—I fully agree with your remarks contained in your last issue under "Menace to Children" and sincerely hope that the Kowloon Residents' Association will take this matter up with the authorities and have it rectified.

During these high-speed and dangerous days, the children's playground at Kowloon is one of the few safe places for the kiddies, and parents are relieved to know that when they are there they are at least safe from mechanical dangers, yet, at the same time, the present state of affairs at this playground greatly endangers the health of the children, and would not be tolerated in any city "West of Suez."

Yours, etc.,

PARENT.

Hong Kong, May 23, 1931.

LABOUR LAWS.

New Scheme for China.

(By Leslie R. Aldous.)

who, before taking up his post at Geneva, had the direction of factory inspection in France.

The other ways in which the League of Nations is already helping with the re-organisation of China may here be summarised. Sir Arthur Salter, the League's "Financial Wizard," has been in China advising on financial matters. Mr. Robert Haas, head of the communications and transit section at Geneva, and Dr. Rajchman, head of the health section, have been helping with other important branches of Chinese reconstruction.

VATICAN & SPAIN.

New Ambassador Not Wanted.

PAPAL NUNCIO LEAVING.

Madrid, Yesterday. The Vatican has declared persona non grata Spain's new Ambassador, Señor Luis de Zulueta. The reason is not stated, but it is known that Señor Zulueta, who is of the highest standing and morality, had cut adrift from more denominational religion.

The Papal Nuncio is shortly going to Rome to report on religion in Spain, and it is believed that he will not return.—Reuter.

TAIPO TOPICS.

(From the United Press War Staff Correspondent at the Front.)

The sudden rise of \$3 per share in Lands last week occurred on the day the Burgomaster signed the lease for his new office premises.

The Member for Shatin drew attention with great glee to the fact that the Tai-poo-cum-Fanling Urban District Council were nothing like so belligerent in their suggestions to the Authorities as the Kowloon Residents' Association and that the latter held their own fights in the Kowloon Church-Hall whereas Tai-poo's meetings were held under the limb of the spreading chestnut tree which blocks the entrance to the police pump.

SEND THIS SUPPLEMENT
HOME WITH THE
Overland China Mail.

Hongkong Sunday Herald.

ILLUSTRATED SUPPLEMENT

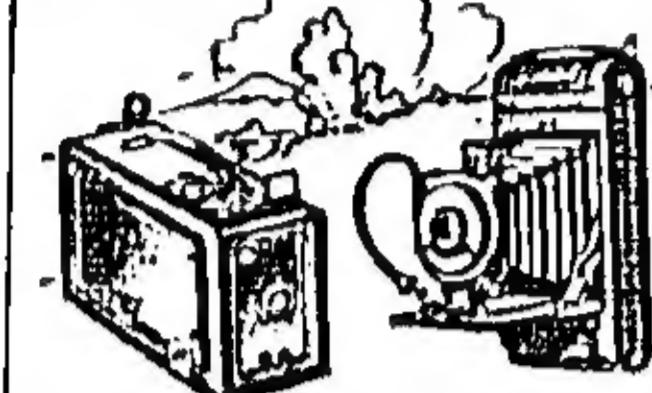
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Overland China Mail.

HONG KONG, SUNDAY, MAY 24, 1931.

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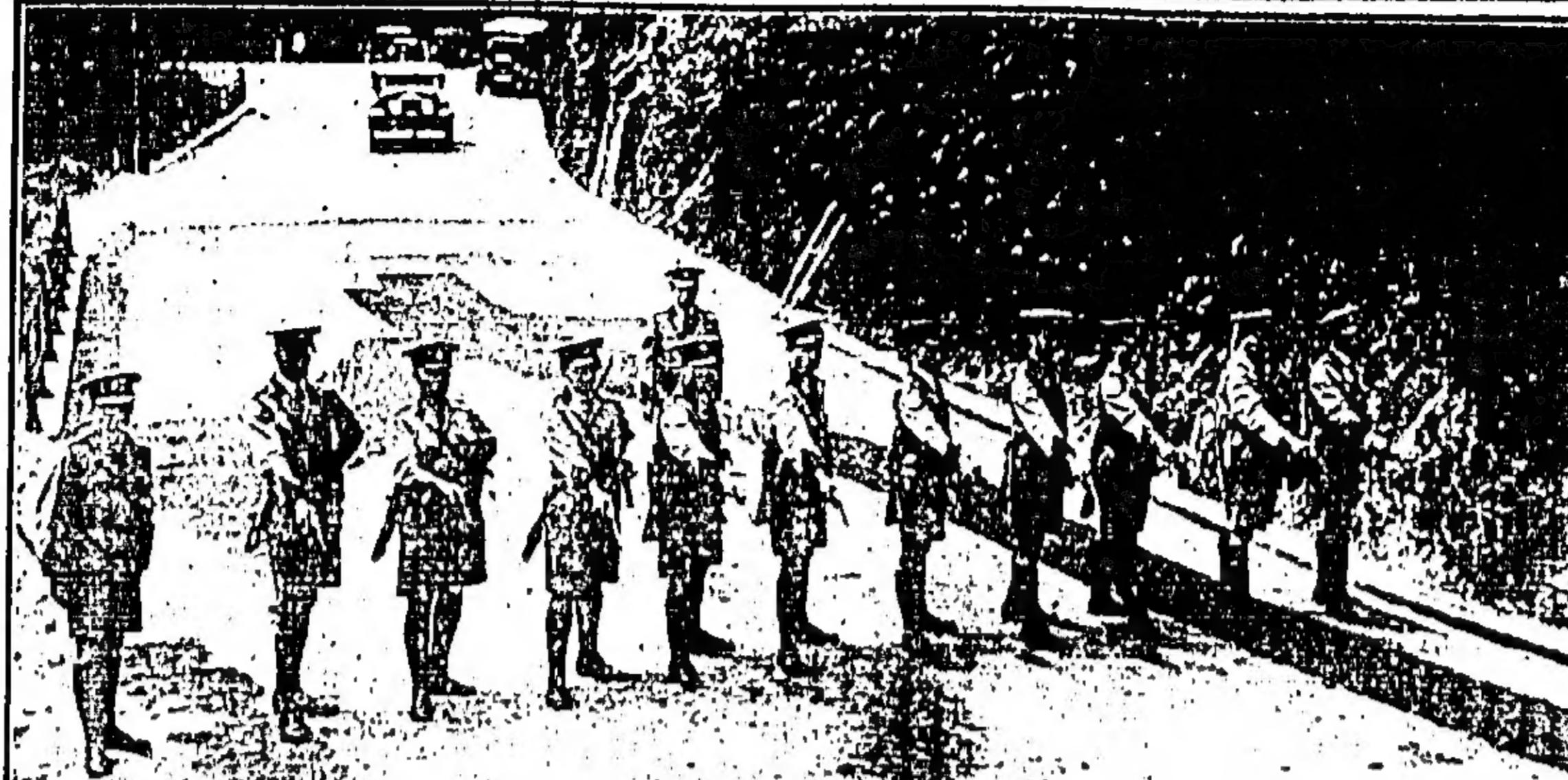
K. FUJIYAMA

PHOTOGRAPHER
ANNOUNCES HIS REMOVAL

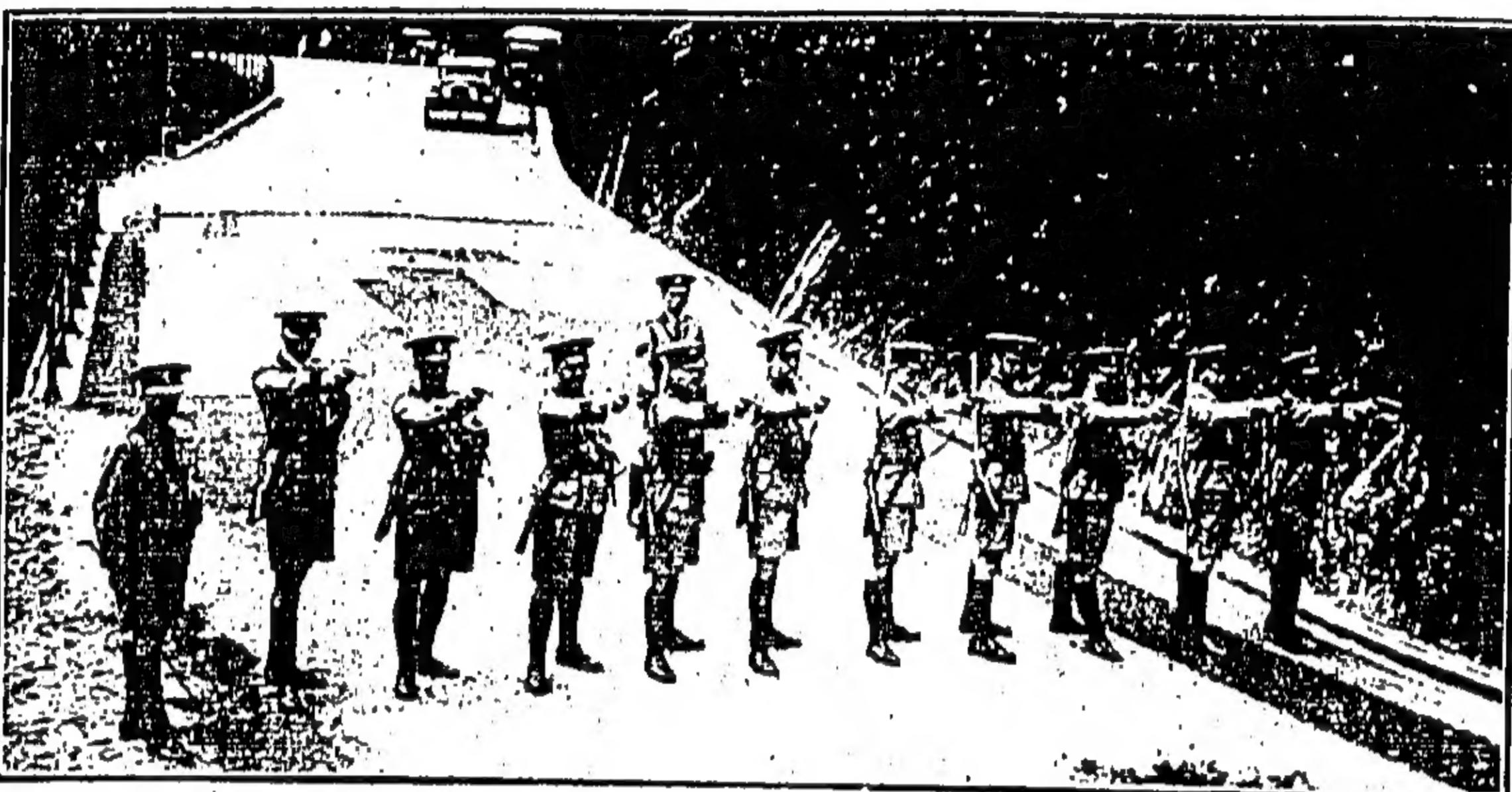


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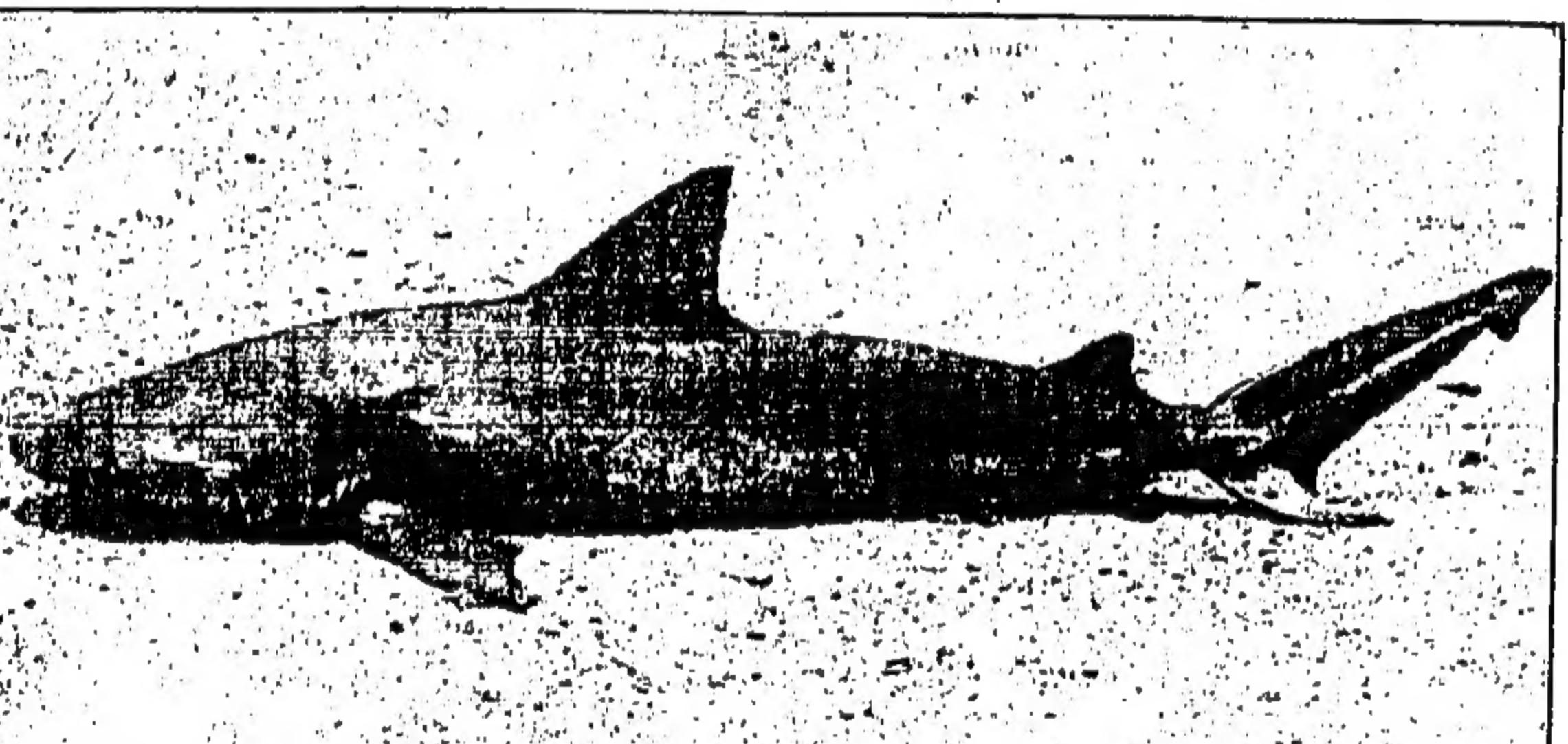
2, WYNDHAM STREET,
3rd floor.



RIOT DRILL.—A photograph specially taken at Kennedy Road last week of the riot drill performed by the Sharpshooters section of the Hong Kong Police Reserve. The men in the contingent pictured above just had the order to draw revolvers.



AIM, FIRE!—The final stage in the most important of riot drills, extending across the roadway in order to stem the rush of a crowd. All commands are done by whistle. The Commissioner, Mr. E. P. Dovey, is seen standing on the left.



PROOF OF THE PUDDING.—Here at last is some visible proof for the scoffers that sharks do occasionally haunt the local waters. This specimen, which was caught by a Chinese fisherman in the harbour recently, weighed 150 pounds and measured 5½ feet from tip to tail.—(K. Fujiyama).



THE GANG IN THE SOUP.—"Peru," the young tender played by "Buster" Keaton, finds some of his friends about to be cooked by the cannibals in dog-eating Africa. One of the tense moments in "Tender Alredale," the Metro-Goldwyn-Mayer all-dog comedy directed by Zion Myers and Jules White.



GYPSY BEAUTY.—A striking pose by Marie Prevost, whose dark hair and complexion have earned for her the title of the "beautiful gypsy." She is a Metro-Goldwyn-Mayer star and has appeared in several films in Hong Kong.



OMOGU STUDIES HIS PART.—"Pupper," who plays the faithful cub-heaver in the dog-tastic "Tender Alredale," is shown here in his costume. Directed by Zion Myers. All rights reserved.



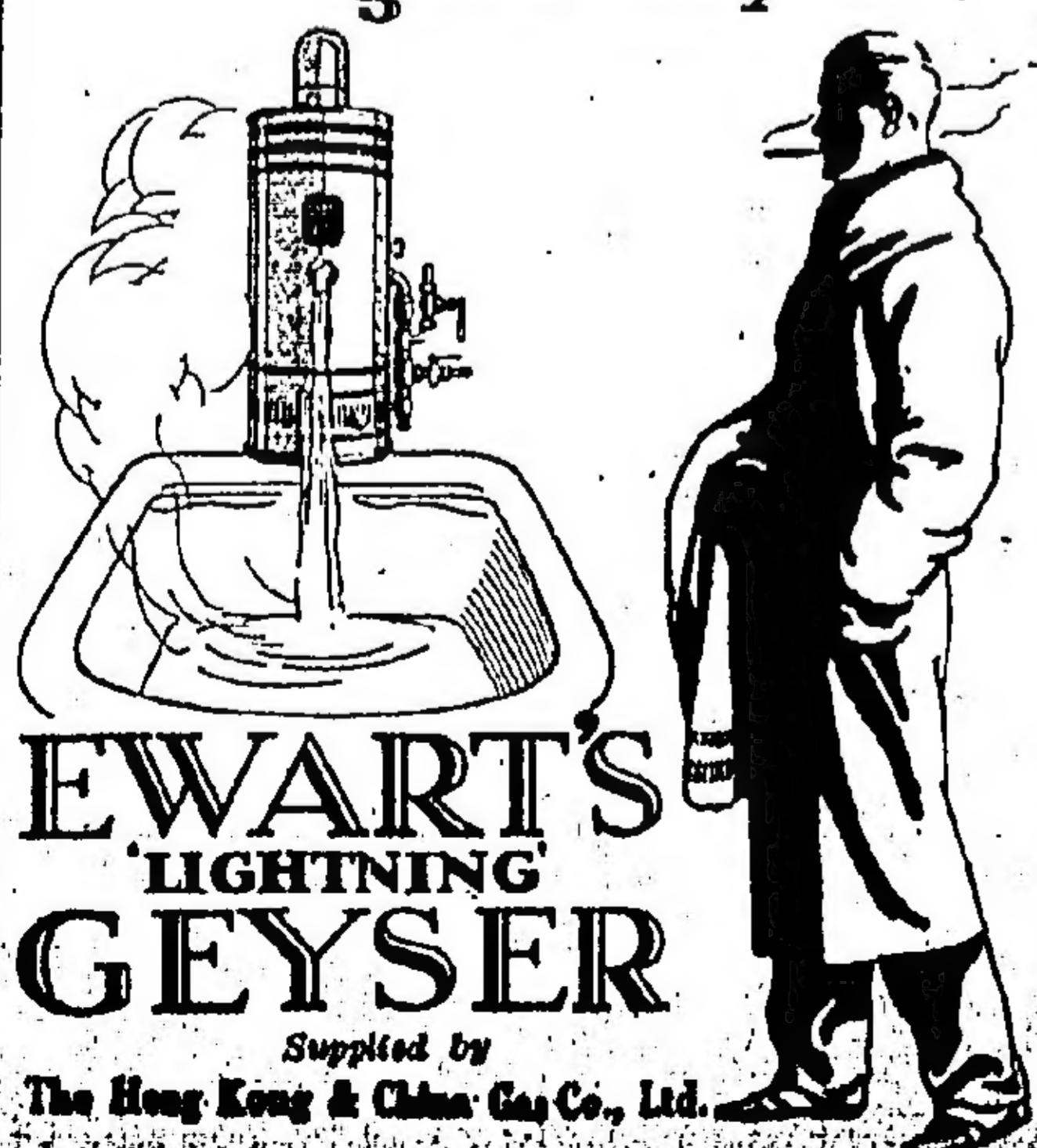
Choose for yourself

Speaking broadly, variety is the spice of life. No one likes to be tied down to one place, one set of ideas, one form of diet. The infliction of sameness in these things amounts to a punishment.

This need for a range of choice applies also to the smaller things of life. Taikoo Sugar: Taikoo Sugar: Taikoo Sugar—Cubes, — Granulated — Crystals—Caster and Icing and all are of the highest standard of quality attainable.

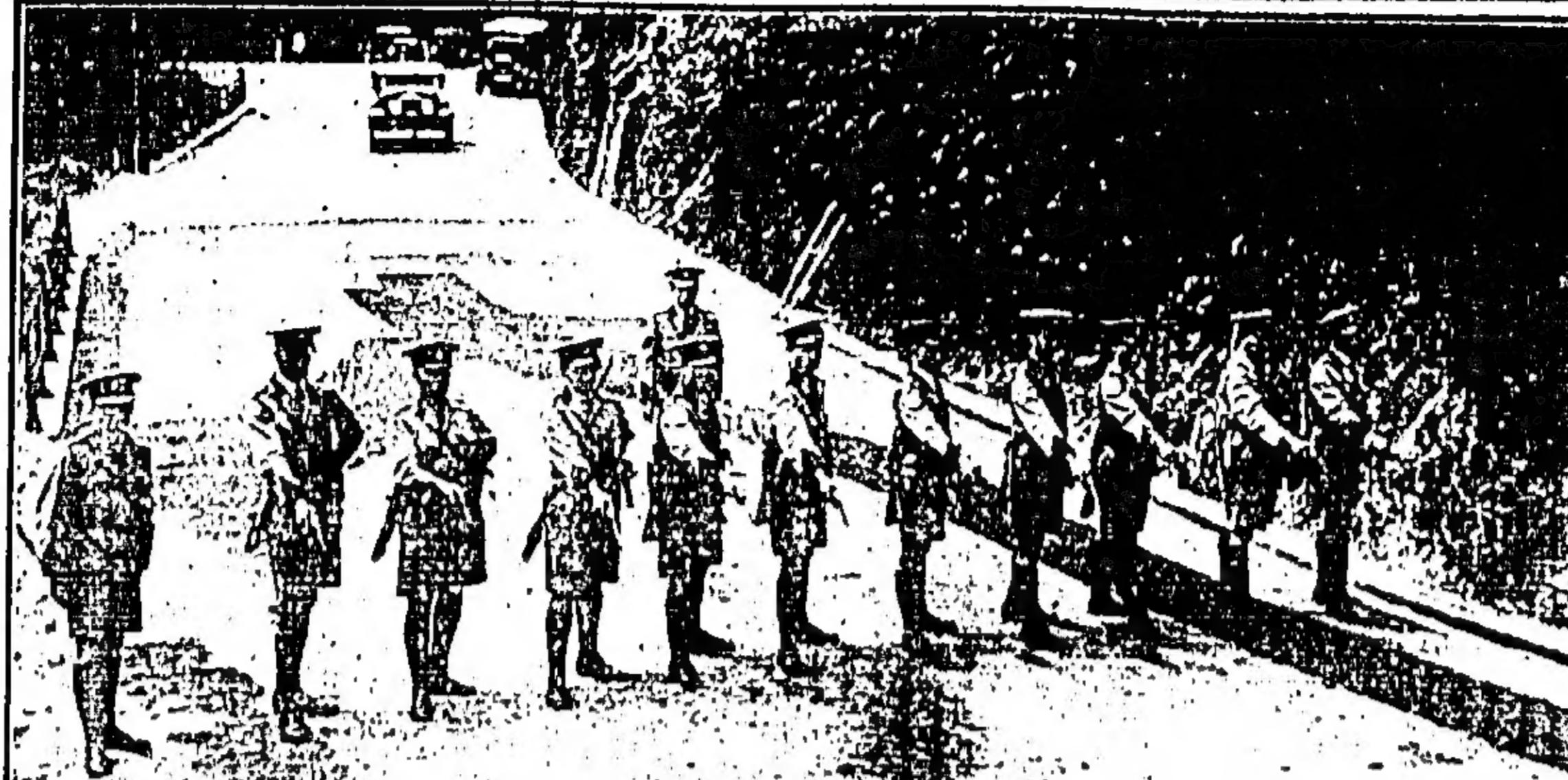
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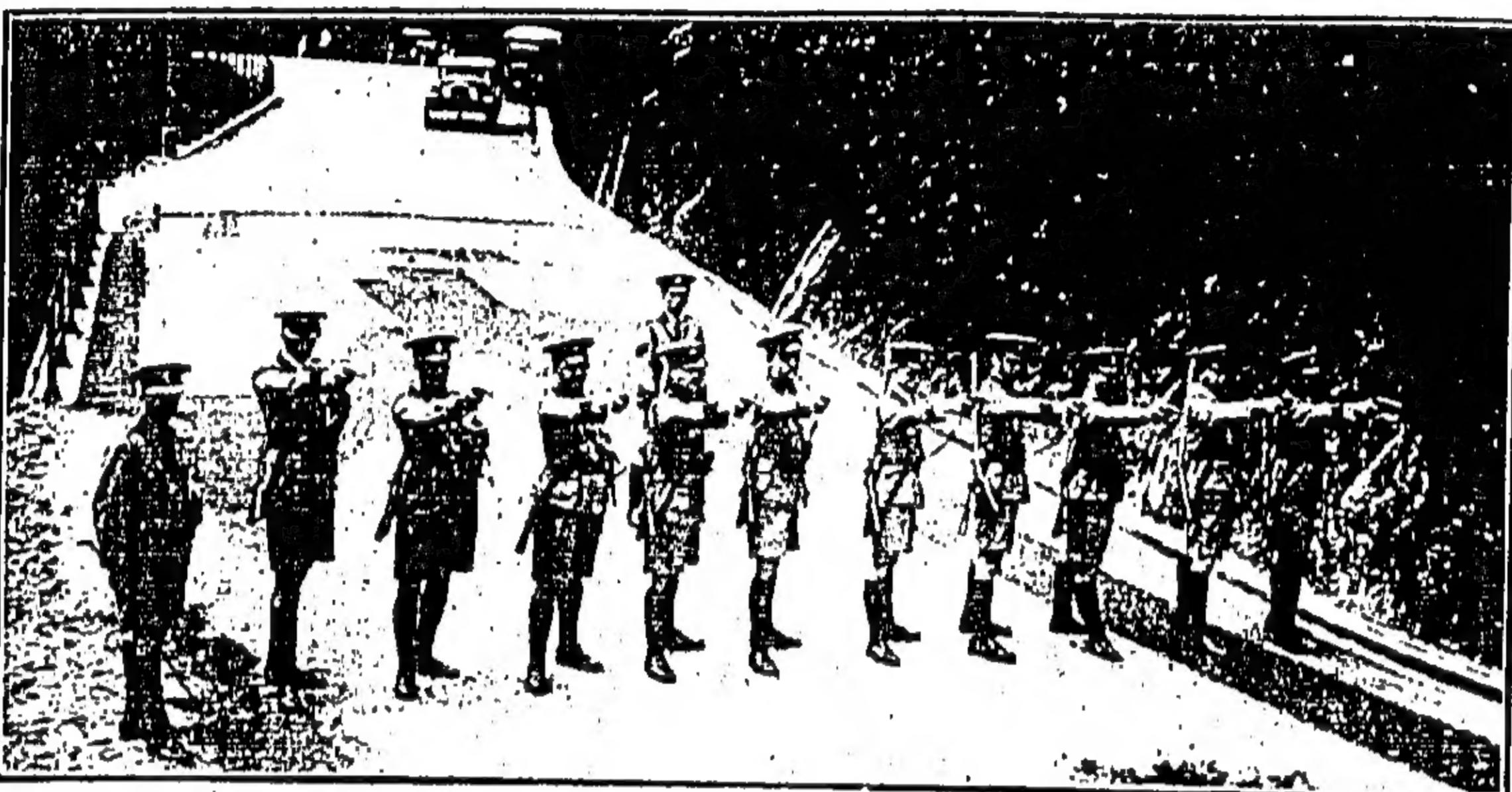


EWART'S
LIGHTNING
GEYSER

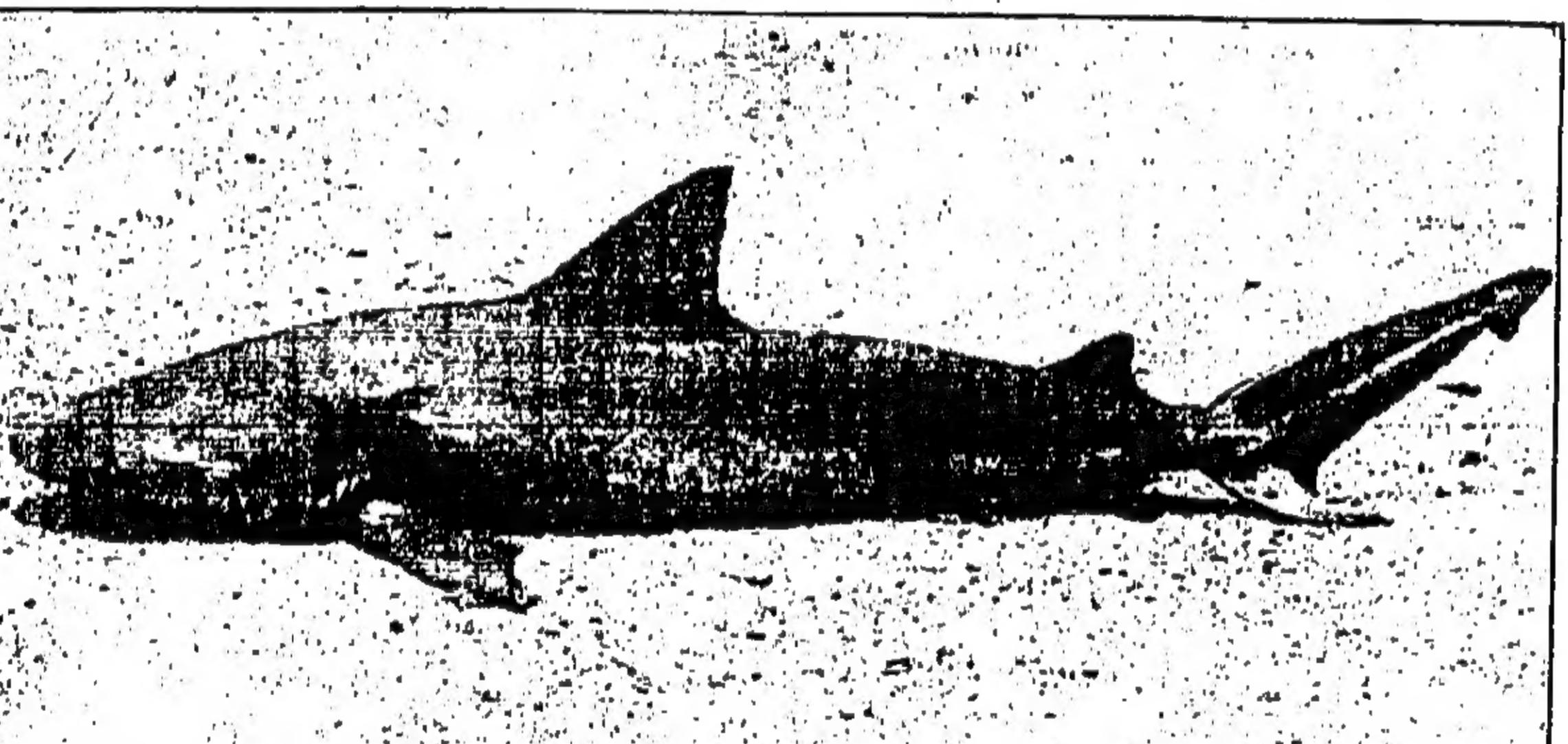
Supplied by
The Hong Kong & China Gas Co., Ltd.



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Look at me! I have taken Gualacose for a long time. It keeps me free from colds. I can feel how it strengthens me and helps me to resist infection.

Colds are dangerous. They carry in themselves the seeds of severe and lasting diseases, such as catarrh, bronchitis, and lung troubles. To prevent them, you must take proper precautions. The best preventive is Gualacose. It protects and strengthens the body and raises its powers of resistance.

BAYER
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1. Stewed Shark's fins with Crab Meat.
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3. Roasted Pigeons.
4. Fried Chicken Slices with Preserved Greens.
5. Milk Gruel with Special Flavouring.
6. Steamed Rice Mixture.

Price : — \$2.00 per dinner per person.

1. Stewed Shark's fins with Crab Meat.
2. Garoupa Slices with Tomato Sauce.
3. Roasted Pigeons.
4. Milk Gruel with Special Flavouring.
5. Steamed Rice Mixture.

Price : — \$1.50 per dinner per person.

There is a special à la carte menu in English from which patrons can order other dishes also as moderately charged as the menus. One can choose to the individual taste, either chicken, duck, abaci, shark's fins, bird's nest' soup, boiled or fried garoupa, pigeons, as well as one hundred other delicacies too numerous to enumerate.

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The WOMAN'S Page



PERMANENT WAVE.

How Nature Effects It.

Fashionable ladies are familiar with technique of the "permanent wave." Nature first practised the "permanent wave" when animals with coiled and crimped horns were evolved. Apparently the coiled horns of rams, for instance, are "permanent waves" in stout hair. This discovery is but one of the many arising out of the brilliant researches of Mr. W. T. Astbury, the director of the department of Textile Physics at Leeds University, into the structure of fibres.

Much empirical knowledge of fibres has been learned in the textile factory and in the laboratory, but most of it applies to the behaviour of fibres in bulk. The complex and exceedingly important qualities of complete fibres as used in textile manufacture may be studied descriptively and described with an accuracy very valuable to the manufacturer, but a descriptive knowledge of the behaviour and properties of fibres is not the same as a structural knowledge which explains just why fibres are as they are and have the properties they have. Valuable as descriptive knowledge of fibres is, the structural knowledge is of a deeper character and higher order of value, for it suggests possible properties fibres could not from external study be guessed to possess. Entirely new developments in textile technology are more likely to arise from a knowledge of the inner structure than from the full external knowledge of fibres.

Unfortunately the inner structure of fibres cannot be studied directly



with X-rays fibres such as those of merino wool, British Coteswool, human hair, llama hair, hedgehog spines, porcupine quills, and others such as spider's webs, natural and artificial silk, toe-nails, etc. He finds that elastic fibres such as wool and hair give two quite different X-ray photographs according to their condition. If unstretched, their constituent "brick" or micelles give a photographic figure of a certain shape. If stretched, the photographic figure is remarkably different. When a fibre of wool is stretched the units out of

CURRIED FISH.

One cooked fish (about 1lb), 1 onion, 1 apple, 1 lemon, 2 oz. fat, 1 tablespoon curry, 1 tablespoon flour, $\frac{1}{2}$ pt. water or fish stock, salt, boiled rice.

Peel and chop the onion finely, melt the fat in a saucepan, fry the onion a dark brown; strain off the onion, return the fat to the saucepan, add the peeled and chopped apple, curry powder, and flour. Fry a few minutes longer. Return the onions to the saucepan, and simmer for 20 minutes.

Cut the fish into nice sized pieces; put into the curry to heat; add squeezed lemon juice; garnish with lemon, and serve with boiled rice.



is lengthened by about 29 per cent, and its various atoms are much more exposed, making them more vulnerable to dyes and treatment. The 29 per cent. increase of length is exceedingly interesting in view of the fact that wool fibre begins to change its internal structure when it is stretched about 30 per cent. of its length. Besides giving a remarkable insight into the change of structure of the wool fibre under elongation, Mr. Astbury's figure for the keratin molecule suggests why such substitutes as wool, horn, nails, etc., are so resistant to chemical action and decay. It is because there are so few loose atomic bonds in the keratin molecule; the atoms

*It will always be
my constant endeavour
to excel even the high
standard by which
my work is already
known.*

Eunice Arnold

which it is made suffer a profound change. When the tension is released the fibre returns to about its original length, and the X-ray photograph changes back from the second to the first form. If the tension is not released and the fibre is steamed, its units are found to set in a permanent form, and the X-ray photograph of the "permanent wave" or "set" remains of the second type.

The substance out of which all of these fibres are made is substantially keratin, a protein. The chemical constitutions of porcupine quill and a human hair are approximately the same. The keratin molecule can exist in an alpha condition, as in unstretched fibre, and in a beta condition, as in stretched fibre. As textile technologists are well aware, stretched fibre is much more susceptible to chemical treatment than unstretched; the elongated molecule of wool is more reactive than the normal molecule. This point comes out beautifully from Mr. Astbury's structure of the molecules of keratin. In unstretched fibre the molecules consist of two rings of atoms bound closely together. In stretched fibre the two rings in the molecule

are arranged in close rings and are too interested in each other to be affected by atoms from outside. Everyone has noticed how the finger-nails are easier to cut after washing in warm water, and that toe-nails are liable to tear after the bath. These effects are due to the change in the condition of the keratin molecule caused by the hot water, and demonstrable by X-ray photography. Toe-nails tear horizontally because, apparently, they grow in horizontal fibres and are pushed up the toe sideways in the process of growth.



HIGH HEELS.

Supreme Court Says They Are Foolish.

The Supreme Court of the Reich has found that high heels are not only dangerous, but, as it implies, foolish. It says, in a sentence which deserves not to be lost, "even though the wearing of high heels is in itself not a fault, the contrary is the case in these situations in which the wearing of high heels represents, a danger for the wearer."

A dressmaker, who caught her heel in a defective metal tread of the station steps at Hanover and was badly hurt, sued the State Railway Co. for damages and a life pension, alleging that her consequent inability to conduct her business had led to bankruptcy.

The Hanover County Court found against the dressmaker, the Supreme Court quashed the verdict of the High Court on account of the plaintiff's heels, which were between 2in. and 3in. high, and sent the case back, with the following comment:

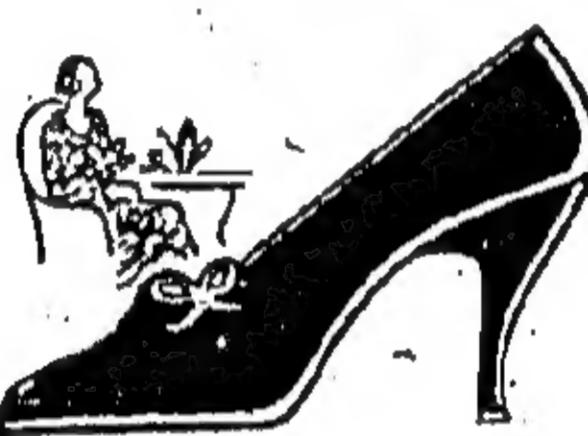
"The High Court took the view that there was nothing culpable in wearing high heels and that the Railway Co. must reckon with a widely popular, even though foolish fashion. If public safety demands, 'The defendant rightly reply that the plaintiff with her high heels should have descended the stairs with especial care, have used the railings or lifted her feet higher.... That high heels increase the danger of falling down stairs is without doubt and generally known.'



DANGER IN SLEEVES.

At one moment it looked as if sleeves might provide the dangers of too extreme fashions, but moderation has prevailed. Some are cut in with a yoke in Raglan form; others start their fullness just above the elbow, from which they suggest the leg-of-mutton mode, but very discreetly, and terminating in a neat wrist-band. In organdie and silks sleeves may become more fantastic.

Broderie anglaise can look very pleasing with insertions and frills of lace, either clinging to the arm or puffed above or below the elbow. A little decoration about the wrist can be dainty, especially in fragile fabrics. In the case of sleeves, there has been continually observed the great efforts made to ensure novelty, yet again and again women firmly, and wisely, return with unerring fidelity to that moulded, wrinkling shape that contributes to the slimming line and is helpful to the hand and any rings it may wish to display.



unstretched wool to textile processes, because its structure is different; they provide, too, astonishing quantitative and numerical explanations of the well-known properties of wool fibres. But Mr. Astbury believes that they will be of even greater importance in biology for the information they give about the structure of matter built up by living organisms. — Manchester Guardian.

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JACKET DRESSES.

There are silk frocks with matching jackets ... printed frocks with plain jackets ... skirt and jacket with contrasting blouse, all equally fashion-right. The jackets often have three-quarter sleeves to show the long sleeves beneath. You will make no mistake in confining your choice of daytime dresses almost exclusively to a variety of jacket dresses.

SHOES WITH LOWER HEELS.

Shoes with lower heels are the outcome of long dresses. This season they tend to simplicity, and moire is a strong and fashionable material for dance shoes, while a model tied on the instep with rather a big satin bow contrives to look old-world and up-to-date in the sumo breath.

MRS. BETEN.

The Peninsula Hotel Hairdresser Specialising in Permanent Waving, Hair Dyeing, Finger Waving, Marcelling, Hair Cutting, Scalp Treatment, Dandruff Treatment, Electrical Massage, Moles and Warts removed, Peroxiding, Hair Removal, Reconditioning, Masque, Eye Brow Pluck, Shampooing, Facial, Acne (Pimple) Treatment. Manicuring for Ladies & Gentlemen. Tel. 58089, Room 34.

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(excluding tax.)

"THE DESERT SONG" GLORIOUS
SCREEN VERSION OF OPERA.

John Boles, who portrays the masterful glorious singing role of "The Red Shadow," has won the highest praise for his work.

One of the most affecting scenes in "The Desert Song," Warner Bros' Vitaphone operetta, showing at the World Theatre, is the leave-taking between the mysterious Red Shadow and his band of Riff followers, by whom he has been condemned to banishment into the desert, with neither food nor water, and no arms except his own broken sword. There is a great bond of affection between the leader and his men, but he has refused to meet the French General Birabent in single combat—knowing him to be his father—and the law of the tribe is inexorable.

The story of "The Desert Song" is full of heart throbs, many of which are based on the love of the Red Shadow for Margot, the French girl who is strangely attracted by the masked bandit chieftain, but has no eyes for his other self, Pierre Birabent.

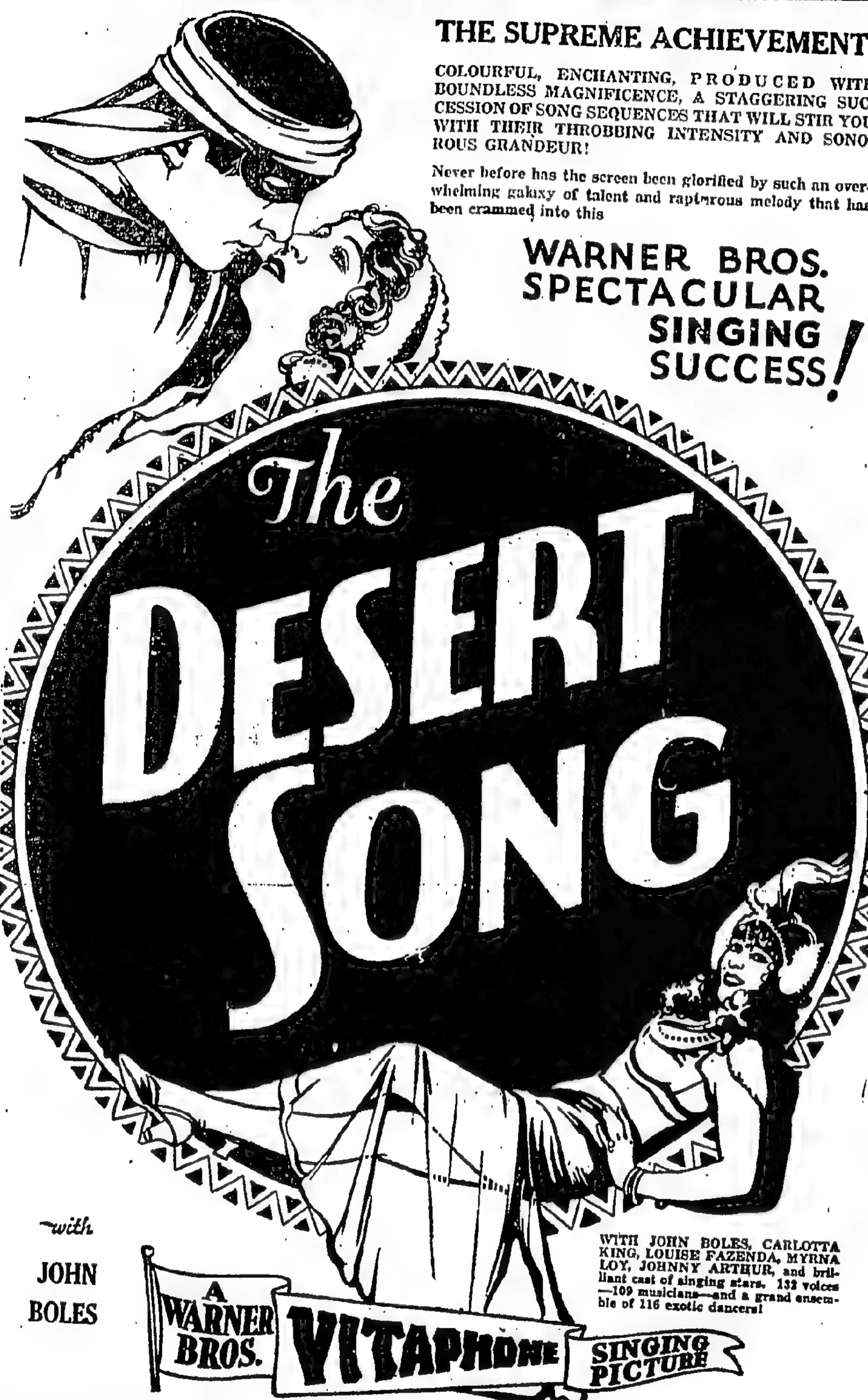
John Boles and Carlotta King are seen as the Red Shadow and Margot, respectively, and other important members of the all-star cast are Louis Fazenda, Myrna Loy, John Miljan, Johnny Arthur, Marie Wells, Jack Pratt, Edward Martindel, Robert E. Guzman, and Otto Hoffman.

"IT."

She calls it "IT," just simply "IT." That is the word they are using now. For that improper fraction of vague attraction. That gets the action somehow! You've either got, or you have not. That certain thing that makes 'em cling. So if the boys don't seem to fall for you Give up and quit, you'll never hit. If you have not—got—IT!

RIFF RIDING SONG.

Ho! So we sing as we are riding Ho! It's a time you'd best be hiding Low—it means the Riffs are abroad. Go! Before you've bitten the sword— Ho! That's the sound that comes to warn you. So! In the night or early morn you know if you're "the Red Shadow's" foe, The Riffs will strike with a blow That brings you woe!



THE SUPREME ACHIEVEMENT!

COLOURFUL, ENCHANTING, PRODUCED WITH BOUNDLESS MAGNIFICENCE, A STAGGERING SUCCESSION OF SONG SEQUENCES THAT WILL STIR YOU WITH THEIR THROBBING INTENSITY AND SONOROUS GRANDEUR!

Never before has the screen been glorified by such an overwhelming galaxy of talent and rapturous melody that has been crammed into this

**WARNER BROS.
SPECTACULAR
SINGING
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ONE FLOWER IN YOUR GARDEN.

If one flower grows Alone in your garden, Its fragrant sweetness Will soon pass away. If one flower grows Alone in your garden Soft petals blooming Must wither some day. Love's bower Should be overflowing, With sweet passion flowers Of varied perfume; So gather your Precious collection, A harem of blossoms, Love's fire to consume.

ONE ALONE.

Lonely as a desert breeze I may wonder where I please Yet I keep on longing, Just to rest a while. Where a sweetheart's Tender eyes, Take the place Of sand and skies, All the world forgotten In one woman's smile. One alone to be my own, I alone to know Her caresses . . . This would be A magic world to me, If she were Mine alone—

BEDOUIN LOVE SONG.

BAYARD TAYLOR.

From the desert I come to thee On a stallion shod with fire; And the winds are left behind In the speed of my desire. Under thy window I stand, And the midnight hears my cry: I love thee, I love but thee With a love that shall not die. Till the sun grows cold, And the stars are old, And the leaves Of the judgment Book unfolded! My steps are nightly driven By the fever in my breast, To hear from thy lattice breathed The word that shall give me rest. Open the door of thy heart, And open thy chamber door, And my kisses shall teach thy lips The love that shall fade no more. Till the sun grows cold, And the stars are old, And the leaves Of the Judgment Book unfolded!

NOT HOKUM!

22 PRE-RELEASES IN AMERICA
DOUBLING ALL-TIME BEN HUR RECORD



"TRADER HORN"

DON'T BE STAMPEDED INTO PARTING WITH YOUR "SHECKELS"—SAVE THEM FOR THE PICTURE. IMITATED BUT IMPOSSIBLE TO EQUAL.

SHOWING SIMULTANEOUSLY AT QUEEN'S - STAR - WORLD COMMENCING THURSDAY

COMING SOON
FIRST CHINESE "TALKIE."
MISS BUTTERFLY WU
IN
"THE SINGING PEONY"



COMING SOON
FIRST CHINESE "TALKIE."
"THE SINGING PEONY"
PRODUCED IN SHANGHAI.

"ANYBODY'S WAR"

Among the many things—such as corn likker, chewing gum, Gideon bibles, "hot rust beef sandwiches" and celluloid collars—which are indigenous to the United States, black-face comedy is the most typical and important, in the opinion of Moran and Mack.

These two gentlemen of the realm of burnt cork have made a thorough study of the history of Negro minstrelsy, and they are in a position to know what they are talking about, as their comical antics in "Anybody's War," the hilarity-riot at the Central Theatre.

Blackface comedy achieved its installation and success in America because it was here that the transplanted African came into contact with the transplanted European, say the Two Black Crows.

The first actor to play a ducky part was George W. Dixon. But he was surrounded by whiteface actors and therefore the "father of minstrelsy" is generally said to have been Thomas D. (Jim Crow) Rice.

Rice took his characterisation from an old Negro, and working without support of persons of another colour, made the Jim Crow character a sensation both in song and dance. It is credited with having started George Washington Jefferson on his great career as the foremost American actor of all time. When Jefferson was but four years of age, Rice used the tot in a blackface counterpart of himself at a benefit performance.

Rice introduced his Jim Crow character in 1823 and then carried minstrelsy into England in 1826 to score a tremendous hit.

Early in the forties Negro minstrelsy as it is known to-day was

born. Dan Emmett, Frank Brower, Billy Whitlock and Dick Pelham, entertaining themselves in a New York boarding house with songs, banjo, tambourine, and bones conceived the minstrel show idea. In 1848 they formed "The Virginia Minstrels." The style they employed is still in use to-day.

Emmett wrote a number of popular songs for his minstrel show. Among them was "Dixie," which was used as a "walk-around." Later it was introduced by another actor at a burlesque in New Orleans. It became popular there and the Louisiana carried it into the Civil War. It soon became the Confederate war song.

From the close of the war until about 1900 minstrel shows were a vital factor in the show business. Around 1870, to 1890, Broadway had frequently five shows running simultaneously. Dozens of troupes toured the country.

Famous minstrel troupes of the past included: Buckley's Serenaders, Dan Bryant's San Francisco Minstrels, Kelly and Leon's Minstrels, The Callendar Minstrels, George Primrose and Billy West, Jack Haverly's Shows, The Skidmore Guards, White's Kitchen Minstrels, Miss Virginia Serenaders and his New York Minstrels, Nell O'Brien's Minstrels, Al G. Field's Companies, Tony Pastor, Thatcher, Wood, and troupes carrying the names of Buckus, Birch, Bailey and Swemman.

Other famous names of this entertainment include: George W. Dixon, Andrew Mack, Lew Dockstader, Al Jolson, Eddie Leonard, McIntyre and Heath, George Vernon, Gorman Brothers, Rice and Browers, "Lassus" White, Johnny Wild, Lew Benedict, "Honeybody" Evans, "Happy Cal" Wagner, the five Swer Brothers and Dan Collyer.

TO-DAY ONLY



MORAN and MACK

Absolutely new and original from first scream to last! Radicland's fun favourites as you've never seen or heard them before!

THE TWO BLACK CROWS

"Anybody's War"
A Paramount Picture
with
NEIL HAMILTON
JOAN PEERS.
directed by
RICHARD WALLACE.
ALL RIOT ON THE BLACKFACE FRONT!

COMING SOON

A BRITISH PICTURE



BALACLAVA

The Immortal Charge of the Light Brigade

"Balaklava" is much more than mere cinema entertainment, excellent though it is in that respect. It reconstructs, as only the screen can do, one of the most tragic, yet splendid, stories of British arms. It has been contended that the significance of the Charge of the Light Brigade has been exaggerated out of all proportion to its real value; that it was a mere incident in the Crimean campaign; that the charge of Scarlett's Heavy Brigade had results infinitely more valuable. Granting such contentions, it still remains true that the Charge of the Light Brigade — immortalised by

Tennyson — was a brilliant example of heroic endeavour, was an episode that staggered two opposing armies, thrilled the civilised world, and has become a priceless British heritage to which this fine picture does well to give graphic form seventy-six years after the deed of the Noble Six Hundred.

But the picture is in no sense simply a reconstruction of the famous charge. A particularly attractive "human interest" story leads up to the thrilling climax.

"Balaklava" was made by Gainborough Pictures and presented by Gaumont British Picture Corporation, Ltd.

STARTING MONDAY

EMOTION STIRRING ROMANCE DRAMA
OF CHILDREN AND DIVORCE



from
Edith Wharton's Revealing Novel

"THE CHILDREN"

Spectacular! Daring! Thrilling!
with

Mary Brian
Lilyan Tashman
Kay Francis

Frederic March
Huntley Gordon
William Austin

and six of the most adorable children
Directed by Lothar Mendes.

THE MARRIAGE PLAYGROUND

A Paramount Picture

Smart society at love and play.
See and hear the dizzy whirl of love, marriage, divorce in
fashion's measure haunts.

MARRIAGE PLAYGROUND

The greatest opportunity for screen children in featured roles since the advent of all-talking pictures is afforded by Paramount's "The Marriage Playground" with Mary Brian and Frederic March.

Here six children share dramatic honours with a cast of thirteen adults. As members of the complicated Wheater family, created by Edith Wharton in her novel, "The Children," the boys and girls who play the younger brothers and sisters of Miss Brian provide a large portion of the dialogue and appear in practically every scene.

They are Philippe de Lacy, leading juvenile player of the screen; Anita Louise, twelve-year-old beauty; Little Mitzi, eight-year-old vedette headliner; Billy Seay and Ruby Parsley, a pair of seven-year-olds who look enough alike to pass for twins; and Donald Smith, a nine-months-old baby.

Although they are very young, these players have had sufficient experience on the stage or screen to call themselves veterans. Even Donald Smith is no novice, having appeared in a silent drama at the age of seven months. Little Mitzi, who has had her name in electric lights for the past two years, is making her motion picture debut in "The Marriage Playground."

Philippe is well known, his latest appearance having been in "The Four Feathers." Anita Louise played in "A Woman of Affairs" and other pictures. Billy Seay was the brother of Fanny Brice in "My Man." Ruby has appeared in a number of Christie comedies including "Tillie's Punctured Romance" and "Tar Baby."

Paramount gave children their first "break" in featured roles in silent pictures in "Peter Pan." Now, this same producing company gives youngsters their first similar opportunity in the new medium of the talking screen.

COMING SOON

*The First All Talking Singing Chinese Film Produced
In Shanghai*

Miss BUTTERFLY WU

IN

"THE SINGING PEONY"

Produced By

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Recorded By

PATHE-ORIENT

Directed By

S. C. CHANG

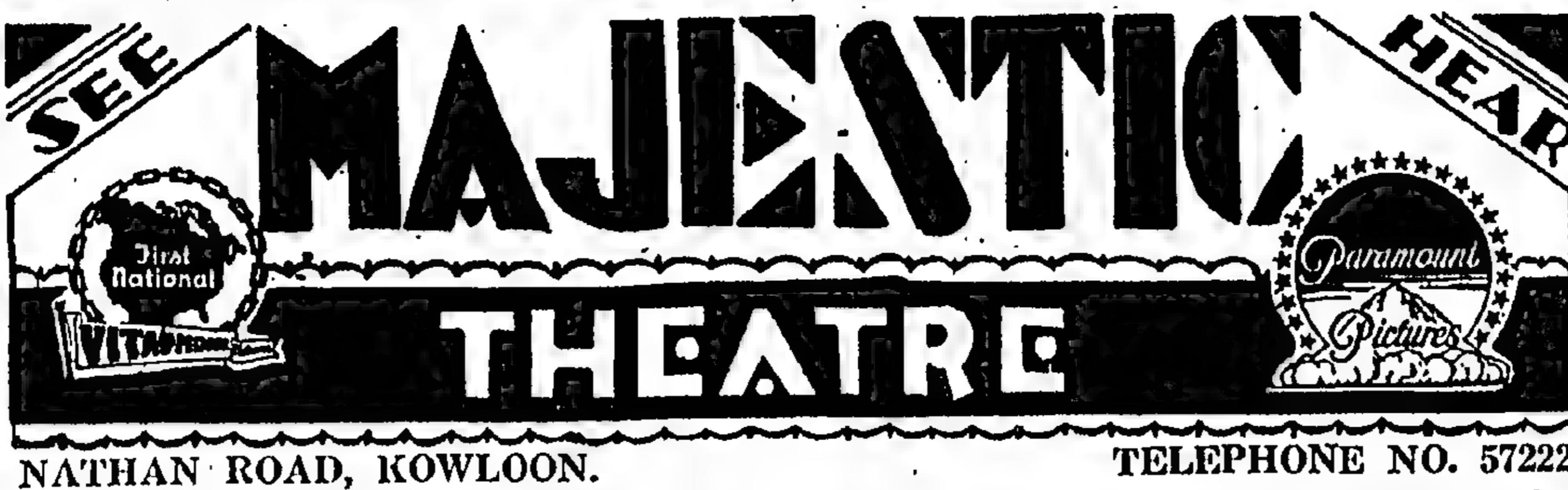
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THE MASS PICTURE CO., LTD.

COMING



JACK
MULHALL
IN
TWIN BEDS



NATHAN ROAD, KOWLOON.

TELEPHONE NO. 57222.

COMING



Richard
Barthelmess
IN
DRAG

SHOWING TO-DAY

The Best-Selling Story in the World!

transferred to the screen in all its power and pathos... depicting in towering passages of sheer drama the story of a generation lost unto itself... Thundering in crackling dialog the world's greatest story of Youth's blind struggle for happiness... bringing home to you with a strength never before captured an emotional storm that will shake YOU to the very roots of your being!

SEE

Louis Wolheim, as Katzinsky; Lewis Ayres, as Paul Baumer; John Wray, as Sergeant Himmelstoss. See ALL of the characters you have read about—The French girls from across the canal, Paul's mother, Krapp, Mueller, Kimerich, Tjaden—EVERYBODY, doing the things, feeling the things, LIVING the things you've read about.

ERICH MARIA REMARQUE'S great story, adapted by Maxwell Anderson. Continuity by Del Andrews. Screen Play by George Abbott.

ALL QUIET ON THE WESTERN FRONT

35 BIG SETS BUILT FOR

"ALL QUIET" PRODUCTION.

QUARTER OF MILLION DOLLARS LITERALLY "SHOT TO PIECES"
AS WHOLE VILLAGES, SPECIALLY CONSTRUCTED, DESTROYED
IN PICTURIZATION OF REMARQUE'S MASTERPIECE.

COMPLETE CAMP FOR THOUSANDS IN PICTURE.

A quarter of a million dollars was literally "shot to pieces" in the making into a motion picture of Erich Maria Remarque's penetrating book of the World War, "All Quiet On The Western Front," Universal's all-talking super production which is now at the Majestic Theatre.

The quarter of a million represents the cost of specially constructed buildings, whole villages of them, blown to fragments and dust with explosives to depict the devastation wrought by furious, unceasing bombardments.

The first to be destroyed was a French village, a perfect replica of a northern France hamlet caught in the cross-fire of battle. The village covered ten acres of ground, extending back from a railroad on which ran specially built German Red Cross trains of the 1914 period.

Representing a captured village, the streets were filled with 750 German soldiers when it was put under fire of the enemy guns. When the destruction ended the village was a mass of ruins. The buildings were blown up with planted explosives, touched off by electricity, while blank shells burst in the air.

Among the other scenes in which buildings were destroyed beyond salvage were two in which reproductions of French churches went hurtling in the air, a shower of dust and debris, along with surrounding cottages.

Thirty-five different settings were built for the picture at a cost of \$400,000. Five hundred and thirty-five thousand feet of lumber and five carloads of building plaster together with tons of other material, went into the construction work.

The battle scenes were made on a reproduction of the western front, covering 940 acres on the Alpine level, close to the Pacific

WAR HUMOUR HAS BIG PLACE IN
"ALL QUIET," SAYS WOLHEIM,
FAMED ACTOR.

"Why ask me to talk about myself in connection with 'All Quiet on the Western Front?'" asked Louis Wolheim, who plays the leading role in the huge production. In answer to a question as to his reactions after playing for more than three months in the making of the Universal super production which is now at the Majestic Theatre,

"Never in my experience in screen work was there gathered such a group of directors, cameramen, technicians and actors in the making of a big picture," said Wolheim. "They seemed to realize they were making a world-sweeping screen epic."

"Every person engaged in the production sensed that he was a part of a huge organization engaged in the task of giving to the world something different. No person had an axe to grind. There was no propaganda. There was simply a great urge to present, in word and spirit, this nourishing literary production.

"Never in all my picture experience," he continued, "have I seen such honest and steadfast labour to reproduce for the screen a great work, carried out without consideration of personal moods or ambitions."

The seasoned character actor admitted that the part of Katzinsky in "All Quiet" was the most ambitious he ever attempted. He intimated that the character was, in many respects, one of the biggest ever portrayed before the cameras.

"During the filming of the book we learned many things and proved many things. One was that wherever men find themselves thrown together, even in war, humour has its place. This is especially true of war. If there had not been humour during the war men would have killed themselves rather than go through with the struggle. This fact was not overlooked in making 'All Quiet on the Western Front,' where the miseries of war conditions are relieved by swift flashes of fun and laughter."

COMING!



MYSTERY, ROMANCE, PERIL AND
PASSION ARE THE KEYNOTES OF
"THE ISLE OF LOST SHIPS."

MOST STARTLING OF ALL SCREEN DRAMAS HOLDS AUDIENCE SPELLBOUND AS PLOT UNFOLDS IN STRANGE SARGASSO SEA.

No producer has dared to be so imaginative and succeeded in being likewise so strikingly realistic and convincing as the producers of "The Isle of Lost Ships," since the time when the same company sponsored "The Lost World."

That perhaps explains why this First National-Vitaphone offering at the Majestic Theatre this week is so refreshing and thrilling. It takes a very striking romantic and dramatic situation, shipwrecks all the characters, and plunges them, drama, romance and all, into the world's still unexplored, enigmatic region—the Sargasso Sea.

For Virginia Valli and Jason Robards (the lovers of the story) and Robert O'Connor (who plays a detective), the Sargasso Sea proves to be inhabited. A little colony there under the rule of an ex-whaling ship captain, portrayed by Noah Beery. Fifty men and two women make up the colony.

While the story is sweepingly imaginative, unlike "The Lost World," it is based upon scientific fact. For this reason it is more likely to intrigue and entertain every sort of person. And the fine historical efforts of the actors, and the treatment given the plot by Director Irvin Willat, entitle it to first consideration by anyone, on the grounds of sheer entertainment quality.

Mr. Willat has filled his cast with picturesque characters, some of whom may some day regard "The Isle of Lost Ships" as a landmark in their rise to fame. The scenic values of the island of seaweed and derelict ships are immense. So is the artistic quality of the photography and technical work which reproduces miles of wrecked ships of every century back to the Spanish galleons.

Of course, the director did not neglect the big opportunities afforded for thrilling action. We're even taken below the surface of the sea for a submarine ride! The love affair is novel and satisfying, and the picture also abounds in humour.

Everyone's voice is splendidly recorded and very effective drama-tically. All of the sounds reproduced, every one so very naturally, assist wonderfully in making the most imaginative parts of the film credible and satisfying.

"The Isle of Lost Ships" is a film about which we must repeat that oldest, most backneyed admonition: "You can't afford to miss it." It's different. It's artistic and imaginative and adventurous. And above all, it's highly entertaining.

You will long remember how it held you spellbound.

"ISLE OF LOST SHIPS" REVEALS OCEAN WONDERS.

When Columbus, making that celebrated East-to-West hop in 1492, encountered a vast world of seaweed so thick that it impeded the progress of his vessel, his men became frightened.

To avoid it, he veered North, and so discovered islands off the coast of North America instead of the South American mainland.

Since that time, the Sargasso Sea has been both a scientific truth and a legend. The only deliberate attempt to explore it and prove that, as theory has it, a veritable solid floating island of seaweed and wreckage exists at its centre, was made a century ago by the famous Friedrich von Humboldt. His scientific expedition found land animals and wreckage, such as floating trees, from three continents there, but he could not penetrate the centre.

"The Isle of Lost Ships," a First National-Vitaphone special film coming to the Majestic Theatre soon, has with sight and sound penetrated the enigma. Highly dramatic and imaginative, this picture nevertheless is based on scientific fact. Great pains were taken in research to make the backgrounds for the fast-moving, exciting story scientifically accurate. As a result, the film is truer and even stranger than the fiction of the plot.

Irvin Willat directs this big all-star feature. Virginia Valli, Jason Robards and Noah Beery head the cast.

NEXT CHANGE

THE ISLE OF LOST SHIPS

ROMANCE AND ADVENTURE
THAT WILL STIR YOUR
BLOOD.

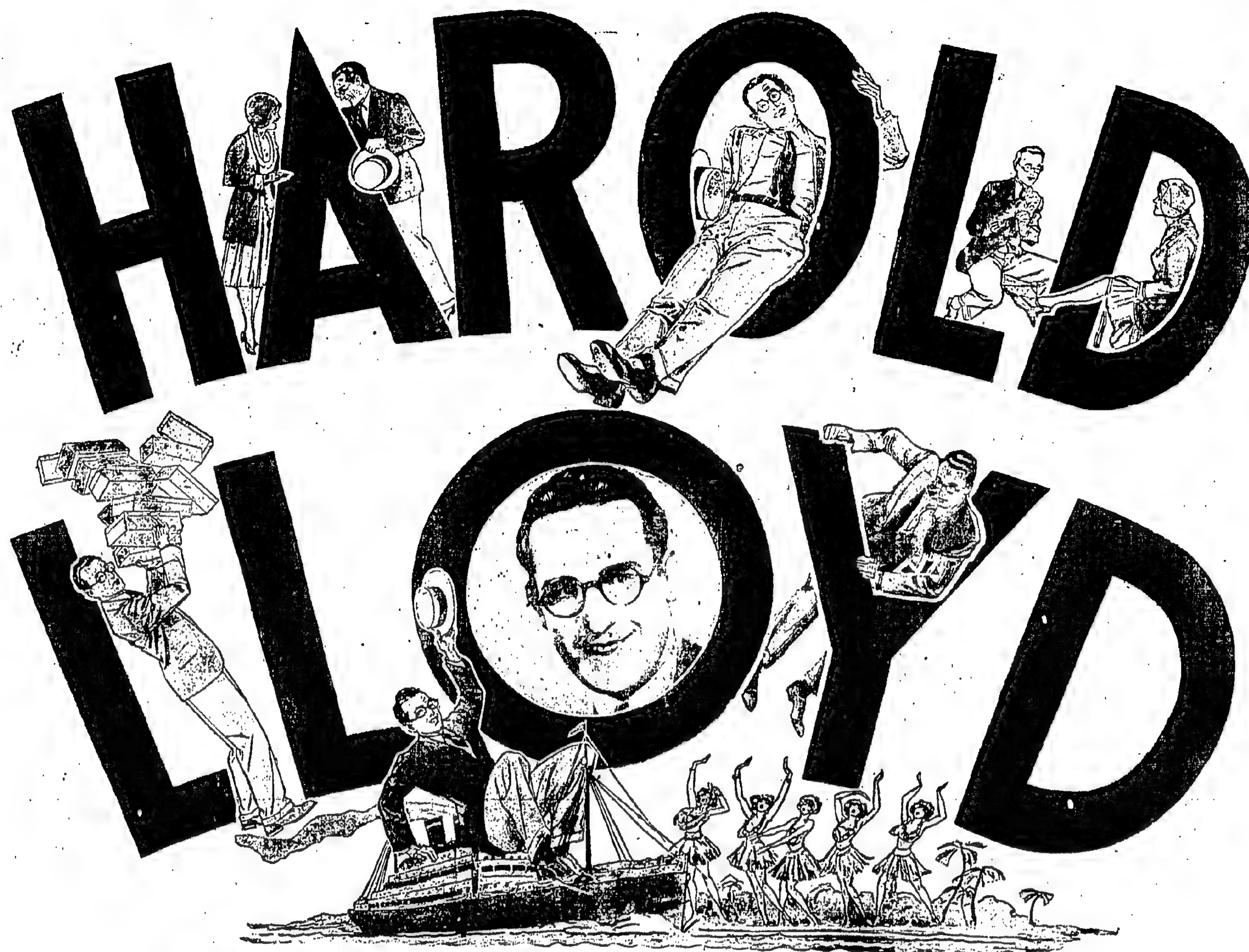
A GIRL AS THE PRIZE OF
BATTLE.



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"FEET FIRST"

Produced by Harold Lloyd Corporation
A Paramount Release

HAPPY DAYS are here again! Here comes Harold with a brand new bag of tricks that will make your sides ache with laughter. Fun no end. Action every second. Topping the thrills of "Safety Last." This time the Monarch of Mirth comes to you as a smiling shoe clerk pursuing a beautiful girl from the beach of Waikiki to the house-tops of San Francisco. Charming Barbara

Kent is again the heroine. ¶ The Comedy King's second big all-talking comedy. A high and dizzy romance that will send the chills up and down your spine. An event the whole family looks forward to with keen anticipation. ¶ Get set for the Gloom Destroyer of 1931. Get set and go! The laugh of the year.

The special COOLING PLANT
is NOW WORKING. Patrons will find that they may view future screenings under the most pleasant and comfortable conditions — even during the HOTTEST DAY in the Summer.

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FIVE CLEAR MELODIOUS NOTES
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 Best quality printed georgette, 36 inches wide, at \$3.50 1 yd.
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 Gentlemen's silk Pyjamas, at \$6.00.
 Silk Socks, all colours, at \$1.00.
 Ladies' Silk Pyjamas, at \$5.50.
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By George Studdy



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UMBRELLAS
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 PURE SILK
 All the latest shades.
 \$1.75 to \$12.50.

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RECORDSThe Columbia is unsurpassed in
Quality and Clearness of Tone.Distributors for
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China Building. Tel. 20218.



This is a picture of Chun Shing Typewriting School, opened since the year 1929, at No. 3, Old Bailey Street, Hong Kong. The principal, Mr. C. S. Kwok, graduated at Shanghai in 1926 and has had much experience in this work.

The latest model "Remington", "Underwood" and "Royal" typewriters are provided for the use of the pupils and the best method of BLIND TOUCH SYSTEM is taught by the Principal, who guarantees within a short term to train any student to the requirements and ability necessary to typing.

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3, Old Bailey Street, Tel. 26883.



WHITE GODDESS AND HER CAPTIVE.—Edwina Booth, Harry Carey and Duncan Renaldo in "Trader Horn," the sensational drama of the jungles which will be screened by Hong Kong Amusements at an early date.



ROMANCE AMID THE PERILS of the Primeval Jungles is shown in the all-talkie "Trader Horn" which will be screened here shortly. Duncan Renaldo and Edwina Booth are here seen in a scene from the picture.



LOVE AMIDST THE CHADLE OF SAVAGERY is one of the outstanding elements unfolded in the M-G-M drama of African wilds "Trader Horn."



TALLEST SKYSCRAPER.—The Empire State Building, shown in the above picture, is the world's largest skyscraper. The contractors who constructed this building relied on Vacuum Oil Company products for the lubrication of all equipment.



BEAUTIFUL BANDIT.—One of the most charming of movie queens, Norma Shearer, the Metro-Goldwyn-Mayer star, poses for the camera in a picturesque Mexican costume.



IN AFRICAN JUNGLES.—Scene from the Metro-Goldwyn-Mayer's adaptation from the famous book, "Trader Horn." Edwina Booth and Duncan Renaldo are here seen in a scene from the picture.



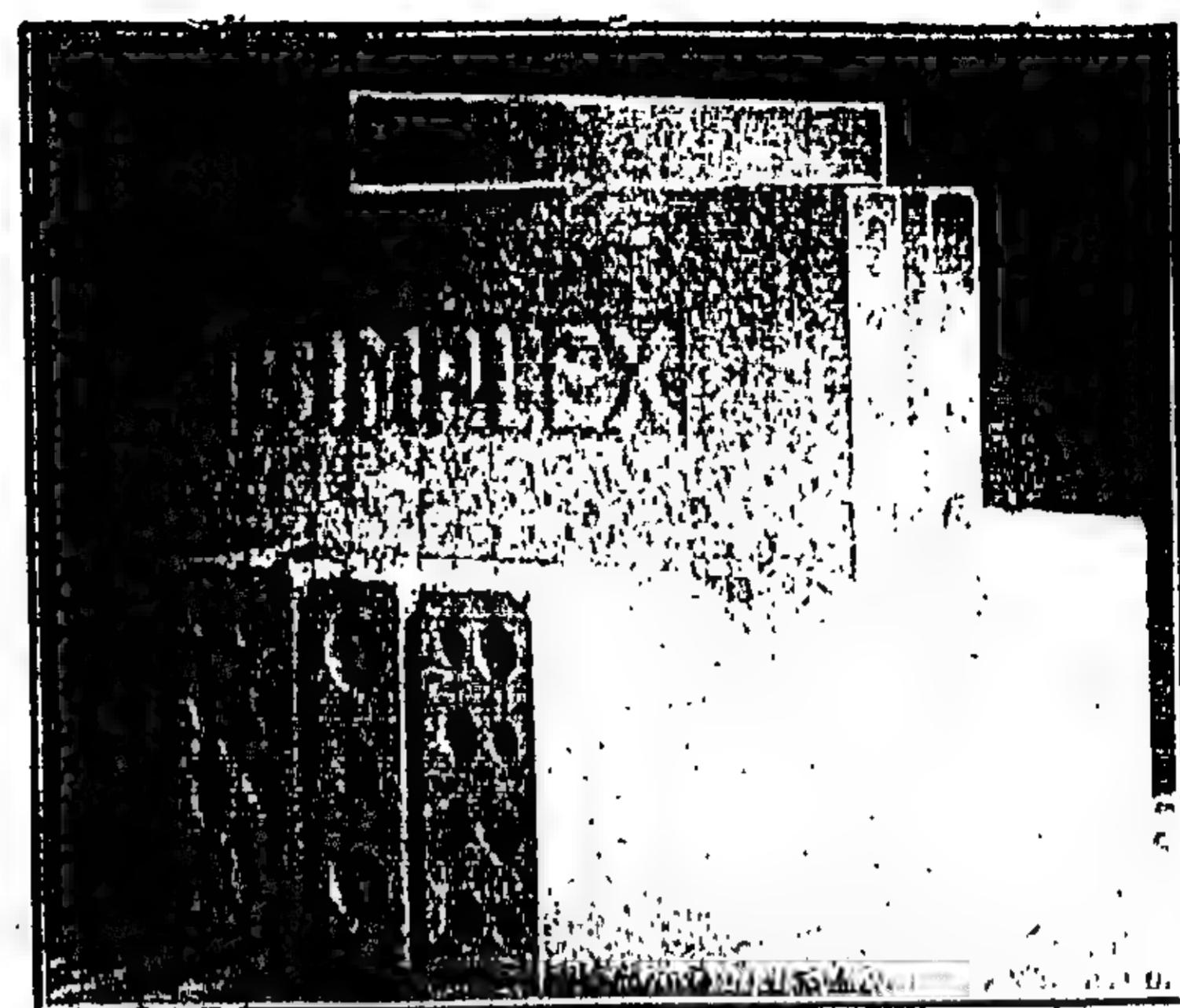
SMOULDERING TRIBAL WARFARE.—This was one of the perils encountered by the motion picture safari which invaded the wilds of Africa to film "Trader Horn," a drama of the wilds which will be shown at the Queen's, World and Star Theatres this week.

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HONG KONG, West Bund, CANTON.

PICTURE OF AFRICAN ADVENTURE.—The two stars of "Trader Horn" in a scene from the M-G-M's vivid drama of Africa.



BRAVED DANGERS.—Edwina Booth, who stepped from the ranks of stage to gain one of the most important film assignments of recent years in "Trader Horn."

IN A QUAIN HOME TOWN

Reminiscences of a Dweller in the Tropics.

PEN PICTURES RECALLED.

(By "Dipchick.")

In my mail to-day was a letter from a friend of other days. He commences by apologising profusely for his neglect in the matter of correspondence—which he need not do, for I am as big a sinner as he—and concludes by telling me of the modernisation of the town in which he lives.

"You wouldn't know Onaden now," he informs me—enthusiastic now—"bigger, brighter, better than ever. That is, of course, if you haven't already forgotten it!"

Have I forgotten it? I think not. Let me remember Onaden.

The Birth of Elation.

Time was—and not so many years ago—when Onaden's sole claims to fame were its magnificent Norman church—in a county famed for churches—and its ancient Hall, which at the present day has honourable mention in the most authoritative guide books. In those days Onaden was content to be regarded as an offshoot of the old market town of Bollinborough. Life ran smoothly under the administration of a Rural District Council, electric light was a sinful luxury, telephones anathema, and one solitary inn served alike for festival and forum.

Until one day, to the surprise, even possibly of its builders, the railway appeared. There has never been any cogent reason advanced why it should have done. It simply appeared. That is all. At any rate Onaden acquired the added, if rather dubious, distinction of being the end of a branch line and, in consequence, the beginnings of a civic pride. The result was inevitable. Sharp-eyed business men discovered Onaden, and in less than no time, glaring red-brick factories began to spring up, to be followed by an hotel, a "picture palace," and—naturally—the Police Station. Onaden had arrived.

Civic Spirit.

It is not well, however, when visiting this now-thriving community, to dwell too long upon its beginnings. The residents, although polite enough to permit its mention—such is their modernity—will nonchalantly waft you into their Bluebottle Sixes (for Onaden waxed exceeding during the War) and drive you out in silent state to the Golf Club, mute evidence of the march of Progress. Returning, they will point out to you the new Co-operative Hall, now under construction, the latest bank branch, the Star Theatre (100 per cent. talking and singing), and the offices of the Onaden Argus, (with which is incorporated the Winglawn Echo and Hopden Courier—published weekly at the offices, 5, High Street). You may indeed, should you have been sufficiently circumspect, be privileged to dine at The George, (once The Hay Wagon, but completely modernised, and utterly ruined in the process), and after dinner to gather in the saloon bar with other local notables.

And here let it be said that should this latter boon be granted, be prepared to talk Big Business. For these be men who wear bowler hats, and talk of Bills, and Consignments, and Exchange. They ship to Foreign Markets, and not infrequently go Up to Town. Woe betide the unwary stranger who should attempt to talk of the price of hay and cattle feed—his place is in the tap room, or maybe over the way at The Olde Cocke, which is by general consent—well, let us say less exclusive.

The Darker Side.

Of course, there are other lads, of varying shades of respectability. In fact, in the course of a casual stroll, it is amazing how many there really are. But they all have their recognised clientele, and quickly size up any strangers within their gates. There is the Rose and Crown, the accepted rendezvous of sporting men—(Onaden is represented in the various County Leagues, and has supplied amateurs—only—to the Cricket XI)—the Wilden Arms, (this for farmers), and others, including, it is rumoured, a dreadful place named the Beehive, where factory hands are understood to indulge in community singeing at times of high festival. Of this latter resort little is definitely known in the charmed circle.

Social Problems.

Tempora mutantur... So is it in Onaden. The advent of Progress saw the beginnings of the Social Complex. For let it be known that in Onaden one is irrevocably Professional, Business, or Factory. There is no other degree. At one time there were Gentlemen; but Commerce has banished them to a London flat, their houses, also modernised, now being sold or let to money barons, whose wealth and generosity has not, alas,—at least in the eyes of Onaden—made gentle-

"the mischievous" can handle him, and is taken at his word.

"Johnny" Hanson.

And beyond, one can see "Johnny" Hanson. Everybody calls him Johnny. Some freak of chance has pitched him into Onaden, where he reclines for the most part at ease in a chaos of haberdashery which he miscalls "H. Hanson—Gentleman's Outfitters." Curiously enough he thrives, principally due to a small boy assistant who runs out what is required by the customer whilst the genial Johnny discusses this and that—he can discuss anything—with the not unwilling customer. Johnny is a staunch Conservative, a prominent organizer of entertainments—he started life as a music-hall artiste, as he will tell you, (but had to retire owing to rheumatism),—and is able, when not taking a cure, to drink down anyone in town.

Serious Dilemma.

It is on record that a serious question once perturbed the intelligent of Onaden. It arose in connection with the social standing of the total bank manager. In the earlier days, of course, there was very little to worry about, the staff of the County Bank being composed for the main part of the dulle-brained sons of local families, of whose social status, and mental deficiency there was no question. But the new order of things, when the County Bank was "absorbed," brought troubles in its train. Was the manager Professional or Business? was the query puzzling every one, every one that counted, that is. It is gratifying to think that after turning out for the County XV the manager received official Professional recognition, thus making Onaden safe for bank managers.

Breaking The Bounds.

Although as a general rule Onaden residents do not venture outside their particular social circle, they must, in this democratic age, meet now and again, in times of stress and strain. On Armistice Day, for instance, all distinctions are cast aside. Ladies of high and low degree all poppies together, and the men of the British Legion branch, headed by the President, a graver who never saw an angry shot used, march together to the Memorial at the head of the green, opposite the grey old church. And it is then that the spirit of Onaden of old hovers over the gathering, for the church's slender tower dominated the winding main street, and her old walls, at times such as these, pulsate to the memory of those who sailed forth in her defense throughout the ages, since first the Crusaders received her blessing.

How many sleep in far-way fields? And oft-times the old church sleeps too, dreaming of her beloved children—proudly, tenderly dreaming. Behold, then, on such a day, the white-robed pastor looking down from the high bank of the churchyard upon his flock. In truth, a mixed one, whose collective mentality, or lack of it, he has never yet properly understood. His fate should have been to lead an austere army along the broad and well-swept high road; but some implish circumstance has led him to guide his wayward sheep through a world that is rather muddy. Which is not easy, or successful, with one's eyes for ever turned to the stars.

Asetic, cold, they call him in Onaden. All that is, except a few maiden ladies of the older regime, whose religious convictions are prenatal.

Unseeing Eyes.

He looks down upon them, but cannot see, although dimly conscious of their lowness. And, in fact, low they are. Like the country-side in which they were born, their depressions are shallow, and their heights inconsiderable, their virtues negligible, their vices petty. But yet they live, and indeed thrive, like nettles by a wall.

Holidays and feast-days are the same gathering. There is Baulk, the solicitor, serenely conscious of his position, reserved, respectful, and a little removed, chatting affably, but with innate dignity, to Smith, an aggressive factory manager who drops his aspirations as easily as he picks up shekels. Smith owns a Bluebottle Six, and his daughter has a sports model, and several male hangers-on who may be sports, but are by no means models. Baulk belongs to the Freemasons, and has a foreign car which he drives with difficulty, a correct wife, a son—whereabouts unknown—and a daughter who golfs far better than she can spell.

Jolly Fellows.

There are several farmers in the crowd—gentlemen and otherwise. Linton, several of whose many sons have played for the County, and afterward echoed the plough for the joys of motor salesmanship and mysterious jobs "In Town"; or Frusk, from Forborough, whose son actually helps him on the farm, and whose three daughters can ride any pony, or fight any jout, in the district. It is as well they can fight.

Near by stands Dilks, loud of voice and dress, prosperous licensee of the sporting headquarters, the Rose and Crown. He has a large wife who has learned to subjugate him in moments of ebullition, and is worshipped accordingly. He is fond of saying that nobody else but

wife, is the manager of the George. He is in Onaden, but hardly of it. Perhaps he will mention to you in more confidential moments that he was a Captain during the War. He was. The aura still clings to him—visibly. His wife, a rule,

is not so reticent. She is wont to be quite wistful about the days of yore, and faces the world bravely, keeping up both her appearance and her husband's overdraft.

The People.

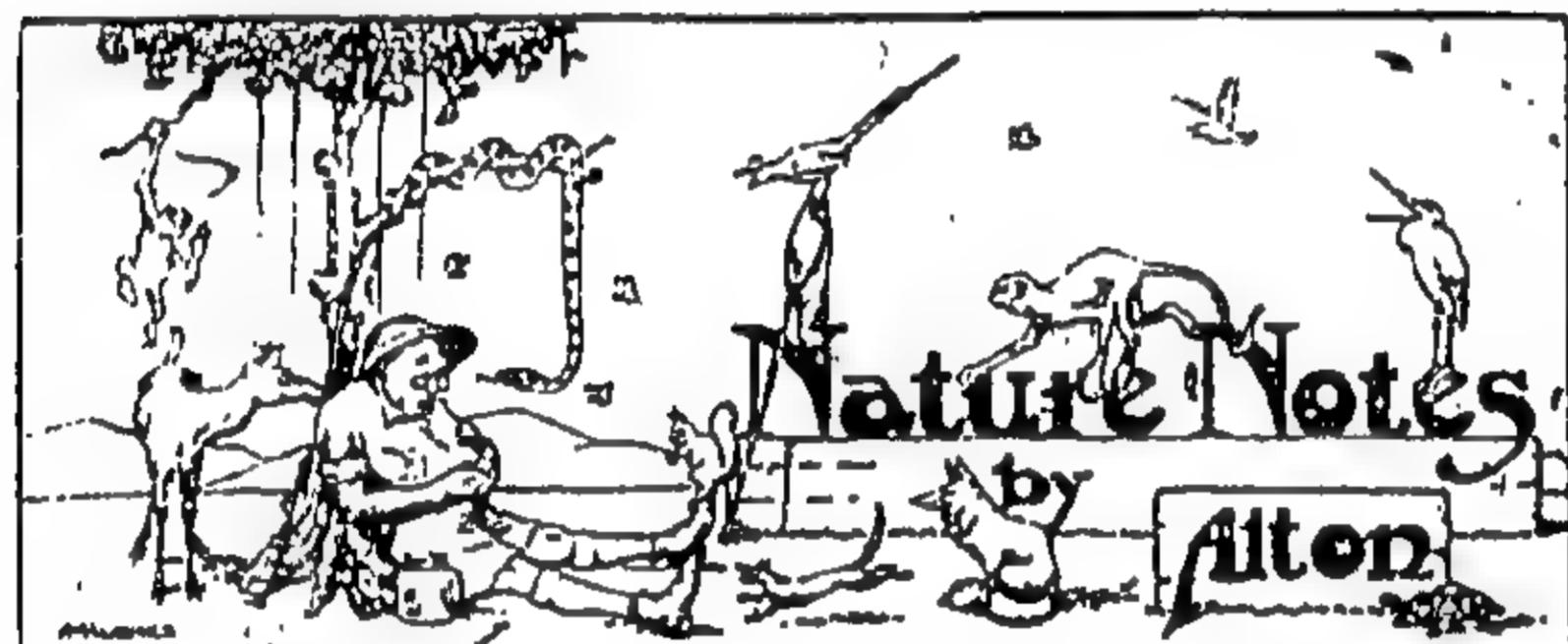
And, all-around, are the men and girls of the factories. Jauntily dressed—for times are prosperous,—the boy for the most part in smart Oxford bags ("the latest"), the girls gayly attired after the fashion of the prevailing talkie star. And very well they look, too—although the tone and trend of their badge might offend the more fastidious, for in Onaden there is little solemnity attached to an outfit. Here and there are girls about whom the Women's Temperance Union shake their heads, and of whom some men whisper in quiet corners. But in the main, the transgressors eventually make an unexacted slip, and lapse into respectability once again through the medium of matrimony. So all is well. Onaden readily forgets, and the heritage is handed on, only slightly tinged with scarlet.

Vale!

Incidentally, if you wish to know anything about the private life of male Onaden, ask Beasle and Mabel. They are infallible. Bessie walks out with young Moxy, the fish-dealer's son, from whom she learns of the goings-on at the Ross and Crown and the Beehive. And Mahal worked in a factory before attaining her present high estate. Her education is now quite complete.

A Fallen Star.

Standing a little apart, with his



HONG KONG AND THE NEW TERRITORIES.—No. 28.

More Flowering Shrubs of May.

In the last Notes some of the more striking Summer flowering shrubs were described, others include:—

Rhodomyrtus tomentosa. This is undoubtedly the commonest flowering shrub of the month. The flowers on opening are of a deep rose pink (not quite free from the tinge of a purple tinge) and as the flower ages the petals fade to a pale pink or sometimes almost to white. The fruits of this plant are familiar to every child in the Colony, to the native children as Kong Nim, to the European children as Barley Bues. They can be made into excellent jelly, which is not surprising, as *Rhodomyrtus* is closely related to the Guava, both belonging to the family MYRTACEAE.

Rauvolfia chinensis. A small shrubby plant with masses of small white tubular flowers at, and near, the ends of the branches. The leaves are lanceolate, dark green, shiny, and arranged in opposite pairs on the stem; they have an unpleasant smell when crushed. This plant, 2-4 feet in height, flowers from April to July. It is extremely abundant all down the Peak Road and in other localities. The fruits are red and are developed in October. This belongs to the

APOCYANACEAE.

Magnolia pumila. A small tree, with large white flowers, native to South China; one is coming into flower just above Lugard Road. This species may also be found in Happy Valley and elsewhere. A large tree of *Mangifera indica*, a closely related genus, is now in flower one-third of the way down the Peak Road; both belong to the MAGNOLIACEAE.

Uvaria microcarpa and *U. purpurea*. These two species of *Uvaria*, especially the former, are more common than most residents imagine. The flowers tend, as a general rule, to be hidden by the large somewhat downy leaves. *U. microcarpa* has flowers 1½ inches in diameter with 5, 6, or 7 petals varying in colour from a yellow brown to a rich red brown. The diameter of the flower is roughly twice that of the centre part where the many stamens are very prominent. *Uvaria purpurea* has flowers 2½-3 inches in diameter; the petals often are red turning to orange at the point of attachment; frequently the petals are of a deep red purple colour.

A particularly handsome species of a genus belonging to the family ANONACEAE.

Albizia is in the same family but belongs to the Mimosoidea and has in consequence flowers like the common

Mimosa pudica, the sensitive plant.)

Poinciana regia is a native of Madagascar but is cultivated throughout the tropical and subtropical world.

It bears immense panicles, or long sprays, of scarlet or orange flowers, in contrast with the graceful, feathery, bipinnate leaves, appear absolutely gorgeous.

I have seen in Batavia and in Singapore trees so covered with blossom as to give the impression of living flames of fire.

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Don't forget—
It's dangerous
to take your
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FRANCE'S FOREIGN LEGION

Romantic Record of a Corps Distinguished for Its Reckless Courage.

[By Major C. Lestock Reid.]

[The French Foreign Legion recently celebrated at Sidi-bel-Abbes, in Algiers the centenary of its foundation and also the anniversary of its most memorable exploit.]

A certain halo, not by any means of sanctity, surrounds the French Foreign Legion more perhaps than any other regiment in the world, a romantic reputation not altogether undeserved, even though the usual theories about it are mostly misnomers.

For the Legionnaires are the last of the mercenaries who, almost since war began, have fought, not from any motives of patriotism, but for sheer love of fighting or for the plunder they could amass in the process; although in the Legion the hope of gaining plunder is replaced by the certainty of gaining an asylum where no questions are asked—which is sometimes, worth a good deal.

The Legion began with a decree of King Louis-Philippe, dated March 9, 1831. That ingenuous and ingenuous monarch, wishing to demonstrate how entirely he was cutting loose from the traditions of his predecessors, had disbanded the foreign regiments which had for so long served the Kings of France. A dramatic gesture, but rather unwise; the veterans, suddenly cast adrift in Paris, soon became, as a French writer naïvely puts it, "inclined to be a nuisance"—a polite way of saying that they raised merry Hell all over the place.

Birth of The Legion.

The authorities were in despair until some forgotten genius evolved the idea of re-employing them as a regiment on permanent foreign service in North Africa, where the French were then laying the foundations of the huge empire of to-day. The Foreign Legion was born, and this corps, composed entirely of men of other nations who had no loyalties save loyalty to their regiment, and nothing to lose except their lives, superbly led by the pick of French officers, soon laid the foundations of that reputation for utterly reckless and desperate courage which is the proud boast of the Legionary to this day.

First as one battalion, then as two, they served a gruelling apprenticeship in Algeria, before the Crimea gave them the chance of proving their worth in a European war—and certainly they proved it, especially at Alma, where Cameron launched them in an almost impossible attack with the cry, "Now's the time, brave Legionnaires, to set an example to the others." The others! Those Regulars whom, with the exception of the Spanish, the Legion has always affected to despise.

After the Crimea came the war in Italy; after Italy, Mexico, that ill-fated effort to force an Austrian Emperor on the Mexicans which was to see the Legion's greatest feat. At Cameron sixty-five men, without food or water, held 2,600 Mexicans at bay for more than ten hours, only surrendering when all the officers and forty-three of the sixty-five men had been killed. Cameron has aptly been called "the Borod's Drift of the Foreign Legion."

In The Great War.

A few years later a fresh field was found for their activities in Indo-China, where a third battalion was embodied (and is stationed to this day), while the African battalions went on adding fresh battle honour to their colours in Dahomey and Madagascar, at Fez, Taza, and Marrakech, to quote only a few.

August, 1914 found them one of the finest fighting units in the world, and, fortunately for France and for the Allies, commanded by a man capable of riding to a crisis.

Marshal Lyautey was confronted with the probability of an insurrection, sedulously fanned by German agents, settling all North Africa ablaze; forced to send every available man to France; and above all faced with the uncomfortable knowledge that large numbers of his Legionnaires were themselves Germans. So placed he acted with decisive daring. A "Regiment de marche," composed of men of the Allied Nations only, went to the Western Front as part of the famous "Moroccan Division."

The remainder, now more predominantly German than ever, were rushed in mobile columns from place to place, here building a fort, there stamping out a rising, everywhere bluffing the tribes, into believing that, war or no war,

vanguery vanishes before the roadway and the motor-car. Great strategic railways will run through the wilderness, tapping for the French sources of man-power that will give them the strongest Colonial army in the world; but an army whose nucleus will and must always be the handful of Europeans known as the Foreign Legion.

That is why this century has a particularly important significance, apart from the merely sentimental one of dates. It would seem to mark the end of an epoch, a century of almost constant fighting against a ruthless and relentless enemy. But the Foreign Legion probably represents the cheapest way of maintaining a really first-class standing army.

New Work at Hand.

Besides, argue the Legion's supporters, and they, too, are many, we know how to change with the times. There is still hard work—tremendously hard work; it is an inevitable part of the training of men who have to march immense distances, fight forloran hopes. But gone (if they ever existed outside fiction) are the frightful punishments, the brutal sous-officers; and after all no man is forced to join.

The Legion is becoming humanised as its work changes by imperceptible degrees from fighting to colonisation. It may be less glorious, but it will be more useful; it may be less romantic, but it will be just as interesting; and in any case it is vital.

Out of two conflicting theories, which is correct? There is only one way of telling, and that not infallible: to go and see for oneself. That is why the writer, at the moment of penning these words, is winding his way southwards, under the kindly auspices of the Air Union, towards Algiers, towards Sidi-bel-Abbes, "the factory which turns out Legionnaires," the headquarters of the "Premier Etranger," the first regiment of almost the most famous, certainly the most discussed, unit in the world.—London Telegraph.

More and more thin will become their work in the future, as

KING'S THEATRE.

Adjustment of Cooling Plant.

ATMOSPHERIC TABLE FIXED.

The cooling plant in the King's Theatre, the installing of which had taken some time, was put into working order during the week and preliminary tests were made on Wednesday and proved to be highly satisfactory.

Since then patrons of the theatre have had the opportunity of finding out for themselves how it feels to sit in a "cooled theatre." Comments made by many of the visitors were very favourable, but there are

many others who seem to fear catching cold through the variation of temperature inside and outside the theatre.

Correspondents representing both points of view have written to the newspapers on the subject. It is a pity that they did not give the thing reasonable grace before voicing their opinions one way or the other, because it is obvious that with a new installation such as this it must necessarily take a few days to adjust the temperature to suit the comfort of all.

Realising that the best way to allay fear is to give figures, a *Sunday Herald* representative approached the manager of the King's and secured for public information the following table of relative atmospheric conditions. It has been decided, after the experience gained during the week, to maintain in the theatre in Summer time:

		Relative Atmospheric Conditions.		
When outside	Dry Bulb	Wet Bulb	Humidity	Dew Point
Temp. dry bulb,	inside house	inside house	inside shall be,	shall be,
Is Deg. F.	Deg. F.	Deg. F.	10-12	below
75	73	74-5	55%-60%	60
80	76	76	55%-60%	60
85	79	Bulb.	55%-60%	65
90	77		55%-60%	65
95	80		55%-60%	65
100 & above	85		55%-60%	75

The actual outside atmospheric conditions shall be taken with the same instruments that are used to record the inside temperatures.

No Danger of Colds.

It will be seen from the table that the difference in "outside" that in "inside" temperatures is not so great as people had imagined it to be. There can be no question of catching cold, not even if the difference were bigger, because there is no draft, the temperature in the theatre being evenly distributed in every section of the auditorium. Coming from small openings studded evenly on the ceiling, the cool air constantly circulates through being "sucked" out by openings behind the seats to re-enter the theatre via the ceiling after being purified.

Thus reassured the public can now abandon fear and enjoy the performances at the King's in absolute comfortable surroundings, even during the hottest Summer day.

The plant installed in the theatre, the first of its kind in South China, is the York-Sleipley air cooling system now in use in all the leading theatres in Europe and the U.S.A.

and re-cooled to uniform temperature. There is, of course, no danger of catching cold when leaving the theatre because the cold does not result from a change from cool to hot atmospheres.

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The plant installed in the theatre, the first of its kind in South China, is the York-Sleipley air cooling system now in use in all the leading theatres in Europe and the U.S.A.

TELEPHONES THEFT.

Chinese Sent to Jail for Four Months.

RECEIVER CENSURED.

Appearing before Mr. E. W. Hamilton at the Kowloon Police Court yesterday, Yeung Yat and Chiu Yuen, two coolies employed by the Hong Kong Telephone Co., were charged with stealing four telephones, on various dates, March 22, May 13, 16 and 21.

Both men admitted the offence, and were sent to jail for four months on each account, the terms to run concurrently.

His Worship said that in view of the fact that the men had given the Police every assistance in recovering the goods, he had taken it into consideration when imposing the sentence.

The man who bought the telephones from the defendants was severely censured.

POETS' CORNER.

ON SATURDAY NIGHT.

Playing the little hats all in a row,
Ready for Meeting to-morrow,
know;

Washing face-s and little black
fists,
Getting them ready and fit to be
kissed;

Putting them into clean garments and
white—
That is what mothers are doing to
night.

Spying out holes in the little worn
hose,
by shoes that are worn
through the toes;

Looking over garments as faded and
thin—
Who but a mother knows where to
begin?

Changing a button to make it look
right—
That is what mothers are doing to
night.

Calling the little ones all round her
chair,
Hearing them lisp forth their sweet
evening prayer;

Telling them over that story of old,
How Christ would gather the lambs
to His fold;

Watching, they listen with childish
dignity—
That is what mothers are doing to
night.

Crying so softly to take a last peep,
After the little ones are all asleep;
Anxious to know if the children are
warm;

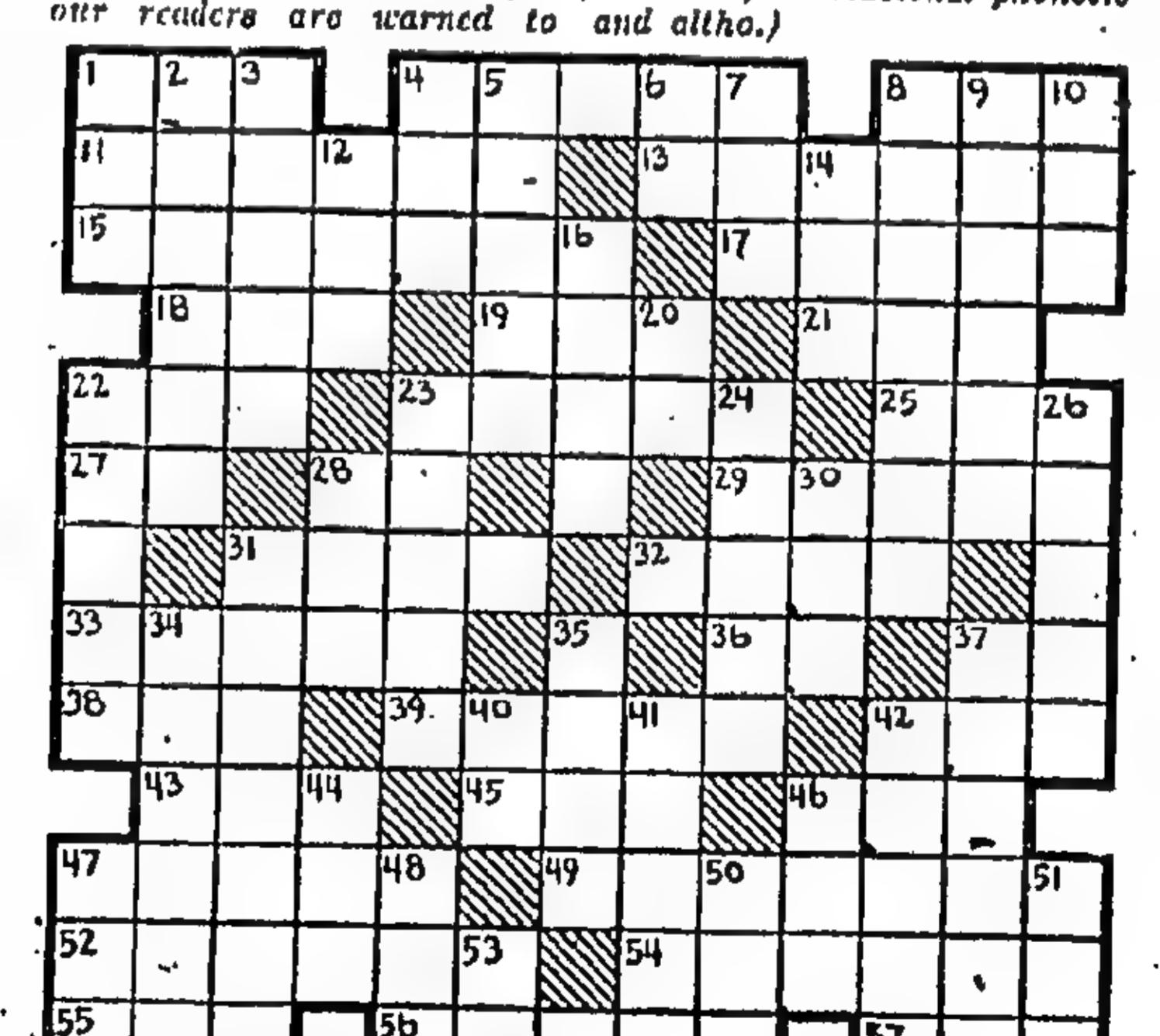
Tucking the blankets round each little
form;

Kissing each little face, rosy and
bright—
That is what mothers are doing to
night.

Kneeling down gently beside the
white bed,
Lowly and meekly the bows down
her head,
Praying as only a mother can pray—
God, kindly and keep them from
going astray!

OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but spellings, such as harbor, plow, took out for occasional phonetic our readers are warned to and altho.)



ENJOY YOUR LIFE

Enjoying life is not possible unless you maintain your health and vigour in spite of work, worry, and extremes of weather and of temperature.

Ostelin will help you to keep fit and strong and resist infection.

Ostelin is a concentrate of the factor which makes cod-liver oil a valuable medicine. It is the essential medicinal value of the oil without any taste, smell or "repetition."

OSTELIN

Vitamin D Concentrate
makes you fit and keeps you so

SOLD IN THREE FORMS

OSTELIN LIQUID particularly for babies. Many times more potent than the best cod-liver oil.

OSTELIN TABLETS for children and adults. An excellent general tonic in a very convenient form.

OSTOMALT specially recommended for backward children and adults who are losing weight. Contains "Ostelin" with selected malt extract and concentrated orange juice.

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W. R. Lester & Co., Hongkong.
B. C. Peters & Co., 31 Seymour Road, Thailand.

SERVICEMEN'S HOME Support of Local Public Needed.

RECORD OF FINE WORK.

We have just received a copy of the annual report and statement of accounts of the Sailors' and Soldiers' Home at Wan Chai, which was opened by His Excellency Sir Cecil Clementi, K.C.M.G., in 1929.

In his introduction, the Manager, Mr. William H. Smith, says:-

This annual report and statement of accounts is presented in the hope that it may be the means of bringing nearer to the General Public of the Colony the need of such an Institution; that it may convey an idea of the work which is being done for Servicemen generally, the expenses entailed in maintaining a standard of efficiency necessary in a Home of this nature, and the very effective and valuable assistance which can be given to the work by the financial support and interest of those in whose hands this report may fall.

It is issued as a mark of appreciation to all those who have in any way, through Service or monetary aid, subscribed towards its ideals and it is anticipated, with confidence, that a perusal of this Statement will suffice to show the value of such service, and bring that generous financial response from its readers which will enable the Committee to carry on unfettered a work of such vital importance to the life of our Service Men in Hong Kong.

An Urgent Need.

The value of such an institution as the Sailors' and Soldiers' Home in a Service community such as Hong Kong may be gauged by the statement that 30,033 men slept in the Home during 1930, which is an increase of 5,128 over the previous year.

Further, we have had the custody of 4,345 parcels belonging to the Naval friends who patronise the Home which shows a considerable increase on the previous year when 2,691 parcels were stored. Our beds have been booked night after night and to prevent men from being without sleeping accommodation a system of shakdowms has been introduced. The value of this provision is realised when one glances at the figures concerning the number used. In 1929, 1,812 shakdowms were occupied whilst for the year under consideration 5,153 men occupied this form of accommodation.

It is obvious that there is need for the provision of more beds, which would entail an enlargement of the pre-

(Continued at foot of next Column.)

manent staff.

THE GLOBE TROTTER'S DIARY

Romance of Youth.

The story of a tailor's daughter who has become the bride of a king comes from the Polish village of Podkamien.

A poor Jewish tailor named Brauer, who lives there, had for many years mourned the disappearance of his beautiful daughter, Rachel. Now he has received a letter from her, enclosing £3,000, informing him that she is one of the wives of the now King of Abyssinia, and resides in his palace at Addis Ababa.

When 18 years of age, Rachel eloped in 1917 with a Russian colonel, with whom she travelled through Russia, the Caucasus, Persia, and Turkey. The colonel died in Constantinople, and Rachel earned her living as a dancer in cabarets.

There she met Ras Tafari, then a Prince, who fell in love with her, and brought her back to Addis Ababa, where he made her one of his wives.

The Finest Opal.

A black opal, claimed to be the finest in the world, has just arrived in London from Australia. It is about an inch and a half long and three-quarters of an inch wide.

The owner, Mr. L. Altshuler, of Holborn, London, told a Daily Mail reporter recently that when removed from its matrix, it will weigh 25 carats. "Nothing like it has ever been seen before," he said. "It was found a few weeks ago in what was thought to be a worked-out mine at Lightning Ridge, in New South Wales.

"Nothing of particular importance had been found there in the last 20 years. The miner who discovered the opal named it on the spot 'Queen of the World' and it could not be called anything better."

Mr. Altshuler is determined that the opal shall not leave Britain. He estimates that it is worth £2,000.

Pre-Historic Town.

The excavation party of the Mysore Archaeological Department now camping in the Chitaldrug district have reported finds of valuable material which are expected to lead to the discovery of a prehistoric Deccan town.

While exploring the region around the Asokan inscriptions near the Brammagiri hill in the district the director made trial excavations which revealed the exist-

Bride of a King—"Queen of the World"—Archaeological Find—Two Hearts—Riviera Tragedy—Trees Punished—Bibliophiles "Gold Rush"—Fernanda's Pension.

she reached for the revolver. With her husband's hands still about her throat she fired five shots and saw him clutch his head, reel away from the bedclothes and collapse in the drawing room. Mrs. Nirdlinger has two children aged 3½ and 1½. She was the fourth wife of Mr. Nixon Nirdlinger who had several other children by his previous marriages.

Trees Whipped.
Poor farmers near Texcoco, Mexico have chastised their fruit trees because they bore a poor crop last year, with the admonishment that they do better next season. The occasion was accompanied by gay festivities.

After native dances, a group of the best physical specimens of the tribal manhood administered ten lashes each to upwards of 50 trees, using leather straps especially made for the portion.

Excavations in this field, it is said, promise to throw further light on the condition of the Decan in the early Mauryan period.

Trial diggings at Kittur, in the Heggadevankote taluk of Mysore district, conducted earlier in the year, have brought to light ruined brick structures buried near the village. These are considered to be the remains of Ktipura, the capital of the ancient kingdom of Punnad.

Freaks—Pair of Twins.
A freak pair of twins, with one body, two heads, two hearts, two pairs of lungs, four feet and three legs, was born to a Filipino couple, Mr. and Mrs. Venancio Rivas, in Lianga, Sungao.

The bodies are joined, not like most such twins, but more intimately so that from the stomach downward there is but one digestive system.

Because there are two lungs and two hearts, physicians say the freak is remarkably strong and will survive. In the strange association of the bodies the sex of the twins has been obscured, but physicians are inclined to believe the freak represents what would normally have been a boy and a girl.

The parents immediately decided to go into the show business. They brought their exhibit to Cebu, Philippine Islands, and set up their establishment. Ilana hawked tickets while the mother runs the show inside.

They are planning to invade Manila and the United States.

Riviera Tragedy.

Mrs. Nirdlinger, the beautiful young American, has been remanded on bail, the examining magistrate recently after her husband would be postponed until August. Mrs. Nirdlinger surrendered to the police on March 11 after her husband, Mr. Fred G. Nixon Nirdlinger, had been shot in their flat in Nice.

Before her marriage Mrs. Nirdlinger was Charlotte Nash, one of the prettiest actresses on Broadway. In 1923 she won the title of "Miss St. Louis" in a beauty competition and was famed for the loveliness of her dimples, which she insured for a very high sum. She was 30 years younger than her husband, who was 51 years of age.

In her examination by the police, Mrs. Nirdlinger stated that her husband had on a number of occasions become violently angry and threatened to kill her. As she was afraid for her life she bought a small revolver and loaded it. Every night before she went to bed she placed it under her pillow.

Referring to the night of the tragedy, Mrs. Nirdlinger said: "After dinner my husband began to drink heavily. I sat quietly in the drawing room, reading an Italian newspaper. After a while I heard him enter the room and he said: 'What are you learning Italian for? Have you an Italian lover?'

Mrs. Nirdlinger did not answer. She had no wish, she said, to start an argument, and therefore got up and went to her own room, where she undressed to go to bed. "A few minutes later my husband came to my bedchamber," continued the young widow. "Again he accused me of being unfaithful to him. I refused to reply and he caught me savagely by the throat and tried to strangle me."

Finding that she was being overpowered, said Mrs. Nirdlinger,

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 388 metres:

11 a.m.—12.15 p.m.—St. John's Cathedral Service.

12.15 p.m.—Chinese Programme.

1 p.m.—Local Time, Weather Report, etc.

2 p.m.—Close Down.

8.10 p.m.—European Programme of H.M.V. & Victor Records kindly supplied by Messrs. S. Moutray & Co.

8 p.m.—Local Time, Weather Report, etc.

8.03-9.15 p.m.—

Pagliacci (Leoncavallo), Chorus and Orchestra of La Scala (Milan), Conducted by Carlo Sabajno (M-70).

9.15-10 p.m.—Piano Solo—Paganini Etude in E Flat Major (Liszt-Busoni), Vladimir Horowitz (1408).

Song—Serenade (Cesareo-Tosti), Amelita Galli-Curci, Soprano (1107).

Choral—A Few More Years Shall Roll (Haydn), All Hall the Power of Jesus' Name (Shubert), Westminster Central Hall Choir (B3728).

Organ Solo—(a) Moment Musicales (b) Scherzo in E Flat (Schubert), Spirit of the Dance (Bwing), Edward O'Hearn (B3030).

Vocal Quartet—Aigcourt (Willan), (b) Hark! a Health Unto His Majesty (Harris), Ten Thousand Miles Away (Willan), John Gay & Cathedral Male Voice Quintet (B3752).

Viola Solo—Slawaska (Woniawski), Ruth Posselt (4184).

Song—Through the Darkness (Rossini), Peter Dawson, Bass-Baritone (C2009).

Choral—Veneration of the Cross (Rachmaninoff), A Spotted Rose (Howells), Westminster Abbey Special Choir (B3765).

10 p.m.—CLOSE DOWN.

The production record for American two-year-old Holstein-Friesians, 306 day division, is now held by a New Brunswick cow, Lonsdale Wayne Ormsby, owned by M. L. McCarthy of Lonsdale Farm, Sussex. Her production over the 306 day period was 19,758 pounds of milk and 923.75 pounds of butter, three milkings per day. The official test concluded, the animal maintained her high standard of production and at the end of one year had made a total yield of 22,385 pounds of milk and 1,049 pounds of butter.

He declared that when Ferdinand brought his country into the War he received a personal payment from Germany of £1,250,000. After the War he received two further payments, each of £50,000, and then a third payment, the height of which has not been disclosed.

Not content with these sums, the ex-monarch demanded more. A pension was offered of £6,000 yearly, but he fought for and obtained £6,000.

Ex-King Ferdinand.

Ferdinand, former King of Bulgaria, who now lives in comfortable retirement at Coburg, continues to draw a pension from the German Republic, a Communist speaker, has revealed, in the Reichstag.

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MISSING DEBTORS.

Assets Described As "Worthless."

PETITION AMENDED.

In the Bankruptcy Court yesterday morning, the Official Receiver, Mr. E. L. Agassiz, objected to a creditor's petition made jointly against Li Wai-tong and Li Wan-lam, described as father and son, who had been in business as brokers.

The petition, made by Lo Kai-hong, alleged that debtors had assets to the value of \$7,300. One of these assets was a holding in a Chinese company, valued at \$1,800, whilst another was said to be the balance of money owing on a contract with the Po Hing Theatre in Kowloon.

Petitioner, in the witness box, deposed that debtors owed him \$1,040, on a \$1,000 loan made in July, 1929, upon which only a few payments of interest had been made. The principal had never been repaid.

Stiff Examination.

The Official Receiver, after the examination by Mr. F. X. d'Almada, Sr., subjected the witness to a searching cross-examination as to the statement of assets. Replying to questions, witness said that his opinion was that the debtors were actually partners, or were trading together. The profits made were divided between them. The asset for \$1,800, he had been informed, was a joint one. His brother-in-law had told him it was so, and he had learned the same thing in the course of casual conversations with brokers and businessmen with whom he (witness) came into contact. His estimate of the liabilities of debtors had been on a conversation with the elder of the two, who had said that he owed a "good deal of money." From information witness had received he had arrived at the conclusion that the liabilities were round about \$11,000.

The Official Receiver suggested that witness was now stating in the box that he could not be certain about the \$1,800 asset being a joint one, yet he had declared to that effect in his affidavit. Witness replied that the affidavit contained "all he knew" on the subject. It was still his opinion that the asset was a joint one.

Debtors Missing.

Further questioned, witness said he had not seen either debtor since the date of a judgment against them obtained in connection with the Po Hing Theatre contract. It was possible they might be in Canton. He did not think they were in the Colony.

The Official Receiver pointed out to the Chief Justice (Sir J. H. Kemp) that he was opposing the petition, and the granting of a Receiving Order, on two grounds. In the first place there was no proof of any joint assets, nor was he satisfied that the debtors were partners, or joint traders. Further the evidence as to assets was absolutely worthless. The asset for \$1,800 alone could be admitted, but information in his possession showed that it was an asset of Li Wai-tong personally. The Po Hing Theatre amount mentioned was useless, as Li Wai-tong had been subject to an action which proved that in fact he owed money to the alleged debtor in the affidavit. Judgment had been given against him in the case, with costs.

Petition Amended.

His Lordship asked if there was any evidence to show that the \$1,800 asset was actually one of Li Wai-tong personally. The Official Receiver replied that an official of the company in question could be called to give evidence, if required. He asked for the petition to be dismissed.

Mr. d'Almada contended that the joint petition could be enforced. He submitted that the debtors were actually joint traders. But, however, His Lordship might rule on this point, he would ask for a Receiving Order to be made against Li Wan-lam.

His Lordship was of opinion that the petition might be dismissed, as it could be proven that the debtors were joint traders. On the other hand a Receiving Order could be made against Li Wan-tong on an amended petition.

After further discussion, His Lordship made a Receiving Order against Li Wai-tong, amending the petition by striking out the name of Li Wan-lam.

NEW ORDINANCES.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:

Ordinance No. 22 of 1930.—An Ordinance to amend the Summary Offences Ordinance, 1845.

Ordinance No. 2 of 1931.—An Ordinance to amend further the Widows' and Orphans' Pension Ordinance, 1908.

H.K. NATURALIST.

May Issue Highly Interesting.

CRABS AND SPONGES.

The May (quarterly) number of the Hong Kong Naturalist (No. 2 of Vol. II) is to hand. It is up to its high standard of interesting reading material and is again richly illustrated with coloured plates of birds, black outlines of fishes and sponges, and photographs of crabs, sponges, and agricultural implements used in the New Territory.

A new feature, which begins in the May issue, is The Crabs of Hong Kong by Chia-jui Shen, whilst there are articles on Tea by Sonome Jenyns, Fresh Water Sponges by N. Gist Gee, and Agriculture in the New Territory by L. Gibbs.

The contents also include The Birds of Hong Kong, Part VI (The Kingfishers); A Synopsis of the Fishes of China, Part II (The Herrings and related Fishes); Real Photography, Part II; Notes and Comments—Ornithology, Melanism and the Rufous-backed Shrike, The Barber, Arrivals and Departures, Nesting Notes; Climatological Data; and Book Reviews. All very instructive reading matter which represents more than value for the price of the book—\$1.50.

NURSING BOARD.

Regulations Published in Gazette.

Regulations under Section 4 of the Nurses Regulation Ordinance, 1931, are published in the Government Gazette.

The Board shall consist of seven members, viz.:

The Director of Medical and Sanitary Services.

The Principal Matron of the Government Hospitals.

Three members appointed by the Governor.

Two members appointed by the University of Hong Kong.

Members shall be appointed for a period of three years. Should any members of the Board die or leave the Colony during his period of appointment his place shall be filled for the remainder of his term of office by a member appointed by the same authority as appointed the deceased or absent member.

The Director of Medical and Sanitary Services shall be the Chairman of the Board.

Qualifications of nurses to be entered on the register are detailed, also syllabus of subjects for examination for the certificate of general nursing.

LEAGUE SECRETARY HONOURED.

The committee of directors of the Carnegie Foundation at The Hague has awarded the "Wateler" Peace Prize for 1931 to Sir Eric Drummond, Secretary-General of the League of Nations, for his valuable services in the cause of international co-operation.

Sir Eric Drummond accepted this award, but felt that, as Secretary-General of the League, it was difficult for him to accept the money value of the grant or to indicate for what special purpose it might be used. He therefore placed it at the disposal of the committee of Directors of the Carnegie Foundation, requesting them to use it for furthering the League ideal—namely, the development of international co-operation and the preservation of peace and security.

Acting on this request, the committee of Directors awarded the money value of the Prize to the International Federation of League of Nations Associations in Brussels.

The "Wateler" Peace Prize was founded by M. Wateler, a Dutch subject, who died at The Hague. He left his property to the Carnegie Foundation on the condition that the revenue should be awarded annually as a peace prize to the person who had rendered the most valuable services in the cause of peace.

The value of the prize, which has been awarded this year for the first time, is 25,000 florins.

NEW ORDINANCES.

At the annual meeting of the Ayrshire Breeders' Association of Prince Edward Island the president stated that all are proud of their breed of cattle because the Ayrshire cow comes to a high standard even under conditions where other breeds would fall.

The number of Ayrshire cattle organized in the province is taken as evidence of the popularity of the breed.

FLYING PRINCE.

Takes 'Plane to Join His Parents.

KING ON VACATION.

Rugby, Friday. The Prince of Wales left Hendon Aerodrome this afternoon for Sandringham, where the King and Queen are spending WhitSunday. The Prince flew in a "Puss Moth," piloted by Flight Lieutenant Fielden—British Wireless Service.

LONELY CHATEAU MURDER.

In The Gorges Of The Tarn.

A mysterious murder in unusual circumstances is engaging the attention of French provincial police. The crime was committed in a lonely country house, the Chateau de Bonneval, which is built on a crag overlooking the River Tarn, twenty miles from Agen.

Three women, all widows, occupied the place—an old lady, her daughter-in-law, and the latter's mother. The last, however, does not apparently come into the story.

One night some peasants, living nearby, were awoken by the daughter, Clementine Sendral, who told them that the house had been broken into by bandits, that they had murdered her mother-in-law, and, after binding her to a chair, ransacked the place. The peasants, however, refused to go to her help, fearing, they said, to run into the assassins themselves. The police were eventually called in and opened an inquiry, the result of which was to throw suspicion on the daughter's story.

—The right to nominate scholars without payment shall comprise the right for the scholars to attend the University without payment of tuition fees only.

Provided always that the total number of scholars attending the University at any one time without payment of fees for:

(a) Tuition;

(b) Board and Lodging,

(c) Tuition and Board and Lodging,

shall not exceed 50 in number unless the Council shall from time to time determine otherwise.

—The period during which subscribers shall have the right to nominate scholars without payment as aforesaid shall be limited as follows:—

(a) In the case of individual subscribers during the life-time of the subscribers.

(b) In the case of firms or corporations or cities, towns or villages in or out of China, who subscribe during such period as may be mutually agreed between the subscribers and the Council at the time when the subscription is made.

—An individual subscriber of sum of \$60,000 or more shall be entitled:—

(a) To become a life member of the Court of the University.

(b) To have a framed portrait or bust of himself erected in the Hall of the University under such conditions as the Council may determine.

—Nothing in this statute shall affect or be deemed to affect the rights of subscribers whether individuals or firms or corporations who shall have subscribed to the University Endowment Fund prior to May 22, 1931.

King Edward VII Scholarships.

(2) By the insertion, next before statute 23, of the following statute:—

All British subjects of whatever race shall be eligible for the King Edward VII Scholarships.

The Court of the University

also amended the Statutes by adding to the proviso in paragraph 1 of statute 7, next after the word "years," the following:—

"or for such other less

period as the Governor shall in the case of each particular appointment see fit to direct."

These amendment having been

allowed by the Governor in Council, become valid and operative on the publication of this notification on May 22.

ACCIDENT ON DOLLAR LINER.

The City of Three Rivers is to

have the first plant ever opened in the Province of Quebec for man-

ufacturing wine. This company will

have a 100,000 gallon production of

different wines for the first year,

with prospects of 500,000 later on.

The same company operates two

large factories of this kind in Ontario. Installation works will

proceed without delay.

Vegetable canning in Canada had

an active year in 1930, increasing

64.8 per cent. over 1929. The pack

of tomatoes increased by nearly 104

per cent., and pons by almost 165

per cent. The total pack for the

Dominion practically approximated

one can per head of population. It

totalled 10,066,014 cans in 1930,

compared with 6,182,837 cans in

1929.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements,

set-up in this style and inserted in "The Hong Kong Sun-

day Herald," are speedy and effective in procuring results.

Rate 50 cts. for 40 words for one insertion. Bring your ad to 3A Wyndham Street or 'Phone 24641.

VARSITY STATUTES.

Few Changes Regarding Benefactions.

SUBSCRIBERS' PRIVILEGES.

The Court of the University have amended the Statutes as follows:—

Benefactions.

(1) by the rescission of statute 22 and by the substitution therefor of the following statute—

1.—Subscribers who prior to the opening of the University have subscribed a sum of \$500 and upwards may have their names inscribed on a tablet in the wall of the Hall of the University.

2.—A subscriber of \$50,000 or more to the funds of the University Endowment Fund shall have the right to nominate one scholar to study at the University as an undergraduate without payment as provided in paragraph 4 of this statute provided such scholar is duly qualified as required by statute 21 of these statutes.

For each additional sum of \$50,000 subscribed to the funds of the University Endowment Fund another scholar may be nominated by the subscriber or the same conditions provided the number of scholars nominated as aforesaid by any one subscriber shall not exceed four in number at any one time.

3.—Any city, town, or village in or out of China may exercise the like privileges of nominating free scholars, but scholars can only be nominated by the representatives of the subscribers properly accredited to the satisfaction of the Council.

4.—The right to nominate scholars without payment shall comprise the right for the scholars to attend the University without payment of tuition fees only.

Provided always that the total number of scholars attending the University at any one time without payment of fees for:—

(a) Tuition;

(b) Board and Lodging,

(c) Tuition and Board and Lodging,

shall not exceed 50 in number unless the Council shall from time to time determine otherwise.

5.—The period during which subscribers shall have the right to nominate scholars without payment as aforesaid shall be limited as follows:—

(a) In the case of individual subscribers during the life-time of the subscribers.

(b) In the case of firms or corporations or cities, towns or villages in or out of China, who subscribe during such period as may be mutually agreed between the subscribers and the Council at the time when the subscription is made.

6.—An individual subscriber of sum of \$60,000 or more shall be entitled:—

(a) To become a life member of the Court of the University.

(b) To have a framed portrait or bust of himself erected in the Hall of the University under such conditions as the Council may determine.

7.—Nothing in this statute shall affect or be deemed to affect the rights of subscribers whether individuals or firms or corporations who shall have subscribed to the University Endowment Fund prior to May 22, 1931.

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The Court



Hongkong Sunday Herald.
MOTORING SECTION

HONG KONG, MAY 24, 1931.

FISKE
AIR-FLIGHT
PRINCIPLE TYRES
MEANS MORE
mileage

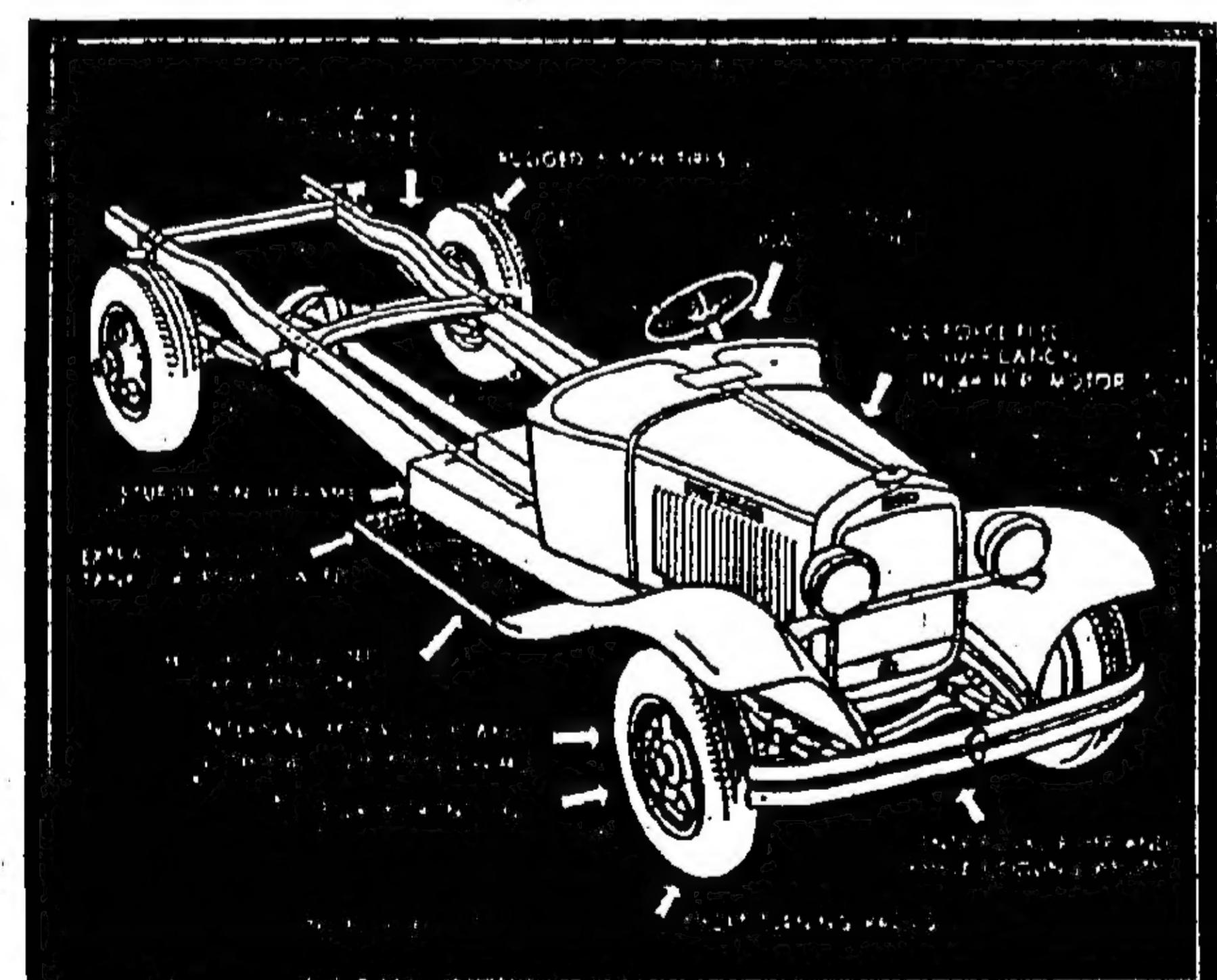
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NEW DANGER.
Priority Problem Raised by Code.

A. G. Throssell, London Daily Telegraph Motoring Correspondent, writes:

"In collision with an omnibus owing to a misplaced signpost." That is from the report of an inquest on one of the many holiday road accidents. The most untimely rain falling on roads that had been bone dry for many days made skidding the worst danger of the Easter traffic, but there was another danger revealed, a new one, which to a greater degree even than slipperiness is preventible.

When traffic is as dense as it is now everywhere at holiday time, and will be every week-end throughout the Summer, badly-designed or badly-placed signposts cease to be merely irritating; they become actively dangerous. In the particular case referred to above the sign that was meant to give warning of a dangerous corner induced the driver to look for danger where it was not and overtook it where it lurked. No doubt the local authorities will now re-erect it properly. I wonder how many accidents it caused before the grim emphasis of an inquest underlined the mistake.

That is an isolated instance. This Easter I have had my attention sharply called to the fact that there is a form of wrong, or at least inadequate, signposting which is common all over the

country. The Highway Code has suddenly accentuated the dangers to which it gives rise.

An Accepted Rule.

It is the problem of the cross-roads. After years of argument and contention the principle has at last been established that where roads cross the traffic on the more important road has priority. Any rule once accepted is better than no rule at all, as used to be the case, and nearly all the traffic experts and veteran road-users heartily approve priority for the major road.

But its success in practice entirely depends on clear and precise indication which of two roads that cross is the more important. Falling that, the rule makes things worse than ever, and away from the trunk roads and by-passes there are literally thousands of intersections where each road is apparently as "major" as the other, and where only local motorists can know which in truth is entitled to priority.

This difficulty was fully discussed by the Royal Commission on Transport. It was decided that the local authority must in each case settle between the rival claims and a special warning sign, the danger triangle within a circle, was adopted to be placed on the minor road short of the intersection.

To signpost all the junctions on first-class roads alone is a big job. Some county councils have set about it with vigour; others, less alive to its importance or less able to meet the expense, are being constantly stimulated, and, if necessary, assisted by the R.A.C.

The "Major" Road.

Now the Highway Code is in force and the job is scarcely half done. Driving on a Surrey Road recently I approached a cross-roads at the same time as a car coming from the left. We each saw the other long before the roads met. We each thought our road was the "major," and expected every moment to see the other slow down. Luckily we both had commonsense enough to be driving cautiously because of the crossing, as the Code directs, otherwise there would have been a smash.

I took the opportunity to examine that crossing. Each of the four roads bore the ordinary cross-roads-ahead sign, and it was impossible to tell which, if any, was the more important. But actually the ordinary cross-roads sign means now that that road is a "major" road; if a "minor" road it would, or rather should, have the triangle-in-circle sign.

Had we smashed each other up we could have pointed to the signposts as evidence we were within our rights in expecting the other to give way. There are hundreds of similar intersections, and they will all be dangerous until they are signposted as the Code now makes it essential they should be. Until then the wise policy, if there is the smallest possibility of doubt, is to forget about major and minor roads and concentrate on the final words of that section of the Code: "Always keep a sharp look-out and drive cautiously at cross-roads and junctions."

Motorists in the Metropolitan area are advised that of the hundred-and-one now "offences" created by the Road Traffic Act and its supplementary regulations, the police in certain districts are particularly interested at the moment in the one relating to excessive noise.

Not only motorcyclists are being summoned for this offence. Car-owners are also liable to be charged — apparently if a constable thinks the vehicle noisy. In a recent case in one of the western suburbs, successfully defended by the A.A., an ordinary specimen of a standard family car was the subject of the summons, and only the evidence of an expert engineer that the silencer was as efficient as

STREAM-LINED.

Kaye Don Collaborates in Design.

An altogether new and exceptionally handsome car has been produced by the Singer Co., of Coventry. Mr. Kaye Don, the famous racing motorist, working in conjunction with the company's Artist-Engineer, is responsible for the design. The car is known as the Kaye Don Singer Six Saloon. The overhead-valve engine has dimensions of 65.5 x 96 mm., with a cubic capacity of 1920 c.c. and Treasury rating of 16.5 h.p. A four-speed gear-box is built in unit with the engine, and the clutch is of the single dry-plate type. Marles steering is employed and the brakes are operated by Dewandre vacuum servo motor.

The new Singer is definitely not intended for racing purposes, but it has been built with the degree of precision which racing necessitates. As a full sized saloon it is capable of speeds approaching 70 miles per hour.

The bodywork is particularly interesting, for it is stream-lined wherever possible and, whilst being in no way freakish, is of altogether new appearance. A sloping "V" shaped screen is used and the visor peep is rounded off neatly. The same swoop is carried out on the radiator nose, the filler cap being found beneath the bonnet.

The artist has taken for his symbol a cascade of water, which is represented on the radiator by triple curved lines extending from the top down the central strip, and this three-rib motif is employed throughout the car. All the curves in the bodywork, indeed, are of the same "family" and the result is striking and at the same time most pleasing to the eye.

Appearance, however, has been combined with utility throughout. The front wings, for instance, are exceptionally attractive, but they have also been designed with a view to increased efficiency. They extend in a graceful curve from the forward peak to the dumb-bells, thus concealing the brake drums, stub axles, etc. At the same time they create partial vacuum so that mud thrown up by the wheels is restrained until it drops back on to the road, instead of being forced out — and so on to the sides of the body.

The trimming is in best quality furniture hide, and both front and rear seats have concealed arm rests. Interior visors, adjustable for position, are fitted and finger tip control is employed. Triple glass is fitted throughout and the rear screen is of unusual design; it is made in three parts and can be opened to improve ventilation.

The Singer Company employ an Artist-Engineer, working in a spacious studio of his own, and the foresight shown in the establishment of this department has been justified by the now Kaye Don model. The bodywork of the car is, of course, coach built, and the panels being of aluminum.

when now got the case dismissed. Fire Protection Law.

I do not wish to be always harping on the multitudinous enactments with which we are now beset, but many owners, especially new ones, are still unaware of their obligations to provide protection against fire in their garages, and so they run the risk of being fined.

This is not new; it has been the law now for over a year that in any place where petrol is stored fire-extinguishing apparatus or a supply of sand must be kept. A garage which houses a car with petrol in the tank is a petrol storage place within the meaning of the Act, but if you only carry petrol in the tank, and do not store any additional supply the law is satisfied if you fit an extinguisher on the car.

That, of course, is a far more useful place to put the extinguisher than to leave it hanging in a corner of the garage.

WEST END SCENE.

Earl's Nephew in Car Crash Charge.

A nephew of the Earl of Rosebery, Charles Robert Archibald Grant, aged 27, of Epsom, was alleged, at Marlborough Street, to have driven a sports car in Cambridge Circus, W., at 40 miles per hour and crashed into a taxicab, injuring a passenger.

He was charged before Mr. R. E. Dummett with driving a car on March 26, while under the influence of drink, to such an extent as to be incapable of having proper control and with dangerous driving in Shaftesbury Avenue.

Mr. Tristram Beresford, for Grant, said he elected to go for trial.

Mr. F. E. Barker, who prosecuted, stated that Grant drove along Shaftesbury Avenue, turned round in front of the Palace Theatre, crashed into a taxicab, and knocked it on to the pavement, injuring a passenger and seriously damaging the cab.

Although people shouted, Grant did not stop, but continued to go round the Circus. On the north side a police officer on point duty, who called on Grant to stop, had to jump out of the way to avoid being knocked down.

A pedestrian called on Grant to stop, and jumped on the running-board. Eventually Grant stopped in Stacey Street. He got out of his car and Police officers came to the conclusion that he was drunk.

P.C. Cartney, having described the scene in Cambridge Circus, said that when Grant got out of the car he had to hold on to the side to prevent himself falling.

Cross-examined, the officer stated that he did not know Grant was lame.

The taxi driver, Edward John Starling, said that as a result of the collision his steering gear was broken.

Herbert Stow, a porter, stated that police whistles were being blown and a crowd of people were running after the car.

"As the car swerved," said Stow, "I jumped on to the running-board and shouted to Grant: 'Put your brakes on or you will be killing someone.' I thought it was a smash and grab raid."

A remand on bail was ordered.

"DRAIN-FLUSH-REFILL."

The motorist to-day has been so well educated as to the desirability of draining the used oil from his crankcase and replenishing with fresh oil, that the phrase "Drain, Flush and Re-Fill" has almost passed into everyday use.

In many cases, however, the benefit derived from the insertion of fresh oil is to a large degree marred by inefficient flushing. At one time it was believed that the best way of flushing was to swirl paraffin through the engine, in order to remove sludge and dirt from the oil-passages and interior of the crankcase.

It is now known, however, that although it may remove foreign matter, paraffin itself has a detrimental effect on the engine. For one thing, it actually rusts the metal; for another, it tends to clog the small oilways, etc., and to prevent the new oil from entering them. The resulting damage, of course, is incalculable.

The failure of paraffin to perform the work has led to the introduction of a fluid known as flushing oil. Various makes of this are available, and most garages keep it in bulk for use on customers' cars; one firm, also, for the convenience of owner drivers, is retailing it in tins.

To use a flushing oil, drain the crankcase — when the engine is warm so that the oil flows more readily — and re-place the plug. Pour in the necessary quantity of



**THE MARK
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Motor Cycles
&
Bicycles.**

Apply to the Agents

SINCERE'S

COACH'S 53 M.P.H.

Bench Urge Provision of Speedometers.

"The Bench are of the opinion that your employers ought to provide you with speedometers and that there should be a greater elasticity in the time-tables," said the Chairman (Lieutenant-Colonel Hepworth) at King's Lynn in imposing fines of £2 on two motor-coach drivers, employed by the Green Lines Motor Company, for exceeding the 30 miles an hour speed limit for motor-coaches on the Portsmouth road at Esher and Cobham.

In the first case William Henry King, of Alexandra Road, Addington, was stated by Inspector Dibley, Surrey Constabulary, to have driven his coach (carrying 30 passengers) at a speed of over 41 miles an hour at Esher, at a time when there was a considerable amount of traffic on the main road. When stopped and told his speed, he replied: "It is very awkward without a speedometer."

King told the Bench that by their timetables drivers were allowed only an hour and 18 minutes for the journey between London and Byfleet, and they often lost 10 minutes of that time at Oxford Circus. When there was a lot of traffic about an hour and 28 minutes was allowed for the 20 miles journey. If they were behind time on the journeys the loss was deducted from their meal time.

In the second case, John Ernest George Butler, another of the Green Line Motor Coach Company's drivers, was stated to have driven at a speed of over 40 miles an hour on the Fairmile at Cobham.

A police witness said that he followed in a police motorcar, and at one portion of the journey the speed of the coach driven by Butler was over 53 miles an hour. After being overtaken at Esher and told his speed, Butler replied: "I had no speedometer."

flushing oil and start up the engine, allowing it to idle for a short time; this will do no harm for the flushing oil is a lubricant as well as a cleaner. Then drain the sump once more and the engine will be spotlessly clean and ready for the new lubricant.

NEW CHEVROLET.

Re-Designed Clutch: Stronger Crankshaft.

Tasteful re-designing of the body, particularly at the front end and the lengthening of the wheelbase from 107 inches to 109 inches, with a number of mechanical alterations to increase the usefulness of the vehicle marks the 1931 Chevrolet quality line.

The key-note of the changes was observed by a special representative who visited the paternal showrooms of the Singapore Agents, the Borneo-Chevrolet Ltd., on the occasion of the opening display.

In producing the 1931 Chevrolet the single purpose has been to make a car of such quality and refinement that its superiority will be plainly visible. Each year has marked a definite advance in the Chevrolet car but 1931 incorporates improvements quite beyond the expectations of everybody.

The new models offer a maximum comfort for their size and weight with a compactness that makes a flexible, easily handled conveyance.

Three Models.

The new range for 1931 includes three standard models. The Sport Phaeton, the Special Sedan and the de Luxe Roadster.

The Phaeton has as standard equipment five wire wheels, with the spare mounted in the fender well, luggage carrier and bumpers, chromium plated headlamps and head lamp tie bar, chromium plated cow lumps, windshields and side pillars. The de Luxe Roadster and Special Sedan in addition to the above equipment come with a chromium plated radiator grill and six wire wheels.

Numerous changes and improvements derived from experience in building over 2,000,000 units of the Chevrolet Six have been incorporated in the 1931 series.

Fundamentally the new models embody the same basic features which have enabled the Chevrolet Six to achieve a popularity exceeding the Chevrolet former four cylinder model and four times as great as many other six cylinder cars ever produced.

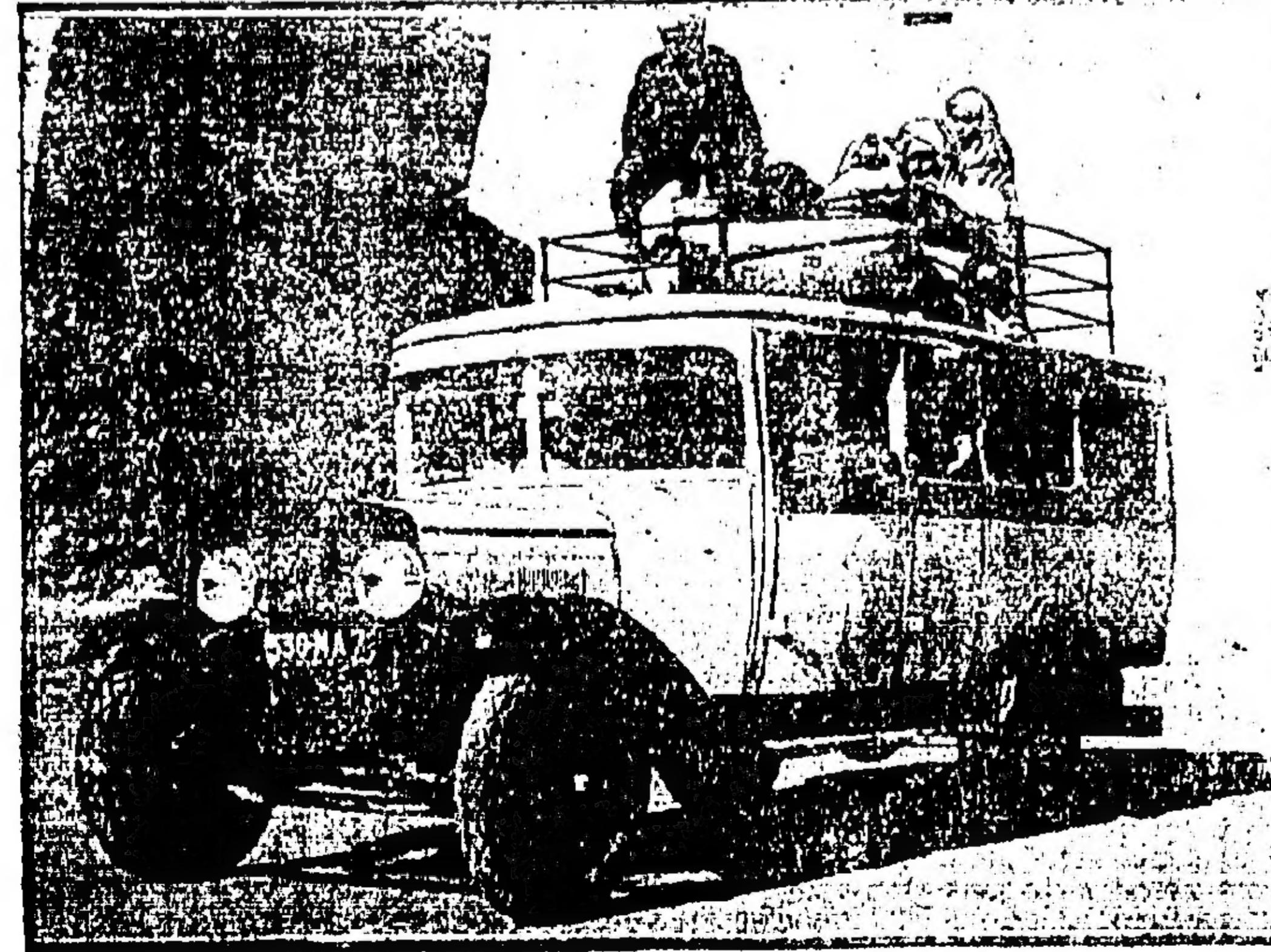
However, the many improvements and refinements which have been made this year definitely increase the smartness, performance, safety and durability of the entire production.

Longer Wheelbase.

The wheelbase has been lengthened two inches. The Fisher bodies are larger, roomier and greatly improved in upholstery and general finish. The front compartment has been fully insulated. Steering has been made easier and the transmission operates quietly and with greater smoothness. Rustless chromium plate has been used generously on exposed bright parts. Lengthening the wheelbase to 109 inches has enabled Fisher engineers greatly to improve the beauty of the Chevrolet bodies. The car has character and distinction never before achieved in the low price class. The general ensemble is striking, smart and Chevrolet's eye appeal is bound to win a host of new friends during the coming year.

The bonnet is longer with a higher crown in the upper panels. The side hood hinges have been raised to coincide with the body moulding and this moulding is continued on through the bonnet at the hinge.

BUS ACCOMMODATIONS FOR EVERY PURSE



Class distinction in motor travel is easily maintained in Fox, Morocco. First-class passengers ride in the front half of this Chevrolet bus, second-class passengers occupy the back half while third-class find accommodations on the roof.

line, the moulding being so designed that it conceals the hinges.

Better Vision.

An outstanding feature of the new bodies is the better vision made possible from the driver's seat by slightly lowering the seat and raising the header bar which runs across the top of the windshield. A further aid to clear vision for the driver is the new narrow stamped pillar at the end of the windshield which augments the safety provisions of the bar. All body mouldings are pressed integral with the body panel, thus eliminating all separately applied mouldings with their consequent difficulties. The drip moulding also is pressed integral with the roof panels. This method of construction eliminates the inevitable rust streaks and chipping of paint which result when the moulding is separately applied.

It is said that at the Seamen's Hospital for tropical diseases in London, no sailor is surprised to meet an acquaintance whom he expected to be at the other end of the world, and this serves to show how universal are the activities of this remarkable hospital.

The Touring car this year comes equipped with carpet mat on the floor of the rear compartment, a foot rest and a very attractive robe strap, covered with the same material as the trim. The trim itself is of the finest quality imitation leather material and is fluted. The seats and cushions are well padded to provide extra comfort for the passengers.

Many improvements have been made in the engine and chassis of the new model. The new famous valve in head six cylinder engine which Chevrolet introduced in 1928 is retained in the new car in all its fundamentals although it has been refined for greater rigidity, smoothness and durability.

The strength of the crankshaft has been increased by the addition of metal in the short arms which results in greater engine smoothness. The harmonic balancer, added during the 1930 season, has been simplified in design for the more effective damping of vibration at the critical speed of the crankshaft.

Other improvements in the engine include a re-designed clutch housing with the closure at the bottom effected through three separately removable pieces instead of one for easier access for adjustment or inspection and cooler running. A new rubber cover over the carburetor accelerator pump excludes water from the pump cylinder. A new leak-proof valve rocker cover for the top of the engine, greater pressure of piston rings against the cylinder walls to assure more effective sealing against leaks, re-designed valve push rods with the spherical socket made integral with the rod to eliminate the extra joint with its consequent possibility of wear and noise and improved water pump for greater durability, valve springs of variable pitch, assuring tight closure of valves and elimination of spring vibration, a copper mesh air cleaner and flame arrestor instead of a centrifugal cleaner and a new type of crankcase ventilator, combined with the oil filler and provided with an oil separator which drains off engine fumes through the underpan instead of through the carburetor as formerly.

Refinements in design contribute materially to smoother operation and longer life of the clutch. Moulded clutch facings replaced the woven type, the clutch pilot bearing instead of a bronze bushing and a spherical pivot replaces the yoke bracket and pin at the clutch fork mounting.

The cumulative effect of the improvements in the new model, which extend to every fundamental part of the chassis and body mean a safer, longer lasting, better performing and a very much smarter car.

AMBULANCES.

A Hospital's Transport Fleet.

The numerous incidental activities of a Hospital are usually overlooked by the general public, greater attention of necessity being paid to the humane work which is being carried on.

It may, therefore, be a surprise to many people to know that there is only one hospital in existence which possesses its own transport fleet. This is the Seamen's Hospital Society, whose head branch is at Greenwich, but who control seven other hospitals which deal with over 33,000 patients of at least 68 nationalities every year.

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STORY OF TRIPLEX.

Glass Compulsory on Windscreens.

Hidden away amongst the multitude of wordy clauses in the Regulations concerning the Construction and Use of Motor Vehicles, issued by the Ministry of Transport in Great Britain recently, is one which makes safety-glass compulsory on the windscreens and front windows of all vehicles, except the top decks of buses.

Motorists may be forgiven if they have not noticed the clause, because for several years now Triplex has been a commonplace in private cars and to-day the phrase "Triplex all round" is a sine qua non of even the cheapest motor car specification.

The story behind this state of affairs is an exceptionally interesting one. It was in 1912 that Mr. Reginald Delpech introduced safety-glass to Britain and founded the Triplex Safety Glass Company. He had an uphill fight, however, for the open car was the order of the day and saloons were almost unknown.

Then came the war, and the demand for Triplex for the Navy, Army, Air Force and even ammunition factories was enormous. By 1918 the output had risen to an annual rate of approximately 120,000 square feet, but after the Armistice it naturally declined.

The growth of the closed type of car augured well for the future, but recovery was confessedly slow. Then, on March 31, 1927, Mr. Henry Ford had a motor accident. Mr. Delpech cabled him in hospital, as follows:—"Regret to hear of your accident. Trust you have not been cut by broken glass. Fit Triplex and be safe. Triplex, London."

Now, Mr. Henry Ford has never been slow to appreciate the possibilities of a new proposition. Seven months later he signed a contract for the standardisation of Triplex on all Ford cars in America. Within a few months it was obtainable as standard extra on many of the more important British makes. The tide had turned. It

could not be long before some manufacturers fitted it as standard.

In actual fact the first British concern to do so on all models was the Riley Company in October, 1928.

Other manufacturers followed suit, and the result was soon such a demand for Triplex that the old works at Willeden were unable to cope with it and great new works at King's Norton were purchased and equipped. To-day there is hardly a make of car on the market that has not "Triplex all round" in the standard specification. In 1930 the output was approximately 2,000,000 square feet.

After eighteen years of uphill fight, safety glass has been recognised by legislators and is made compulsory. This is possibly the greatest tribute that has ever been paid to a single manufacturer, and it may fairly be claimed that Mr. Delpech has done more than any single man in this country to promote the safety of the motoring public.

AUTOMATIC JACK.

Operated from Inside Car.

An automatic jack, which is operated from the driver's seat, made its appearance on the French market recently. It consists of two pairs of telescopic hydraulic jacks attached to the front and rear axles, and operated by a pump put into motion by means of the vacuum in the intake pipe. The four jacks are comparatively small cylinders, attached to the axles by means of clips, in somewhat the same way as springs are attached, and, when closed are usually several inches higher than the lowest part of the chassis. The induction pipe is tapped at a suitable point, and a connection made to a distributor unit, mounted on the dashboard or the instrument board. With the engine throttled down and considerable vacuum existing in the induction pipe, a suction is created. In the compressor mounted on some suitable part of the chassis, and the oil is delivered to the pump and sent under pressure to the four jacks.

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MORE CAR RECORDS.

British Triumph at Monthery.

Following closely upon Captain Campbell's wonderful all-British triumph at Daytona and the success of British cars in the Monte Carlo Rally, comes yet another motoring triumph for Great Britain.

On a track strewn with ice three well-known racing drivers have just concluded a record attack which cannot fail to enhance the prestige of the small British car.

The record attempt was run on the Monthery track within a few miles of Paris, and the car was a 10 h.p. Singer saloon. Taking turns at the wheel the three drivers, Messrs. E. A. D. Eldridge, G. E. T. Eyston and P. Brewster, attempted to set up a record for three days' continuous running, but the weather conditions, however, were against them, for they encountered hurricanes, rain, snow and ice.

The actual speeds, subject to confirmation, were as follows:—6 kilometres, 103.13 m.p.h.; 5 miles, 102.76 m.p.h.; 10 kilometres, 102.43 m.p.h.; 10 miles, 101.87 m.p.h. The performance is the more remarkable in that, it is stated, the air pressure on the petrol feed caused leaks, so that the driver was forced to use the hand pump continually. Mr. Eyston used Wakefield "Castrol" oil, and the car, which is the property of a private enthusiast, Mr. J. A. Palmer, is the same one with which speeds of from 60 to 97 m.p.h. were attained a few days earlier.

4 MORE RECORDS.

M. G. Midget Exceeds 103 M.P.H.

When "Baby" cars were first marketed a few years ago, their staunchest adherents would scarcely have prophesied that by 1931 they would be capable of records. Yet that they are so capable has just been proved at the Monthery track, near Paris.

Driving an M. G. Midget, Mr. G. E. T. Eyston recently broke four world records at speeds varying from 101.8 to 103.1 m.p.h. He thus has the honour of being the first man to attain 100 m.p.h. on a "Baby" car.

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GUY TROLLEY BUSES.

The unprecedented growth which has taken place during the last few months in the use of Electric Trolley Buses to replace Trams can no doubt be attributed to a large extent to the excellent system employed by Guy Motors, Ltd.

Already, in 1931, Guy Motors have received repeat orders from Wolverhampton Corporation for eight six-wheel double-deck trolley buses, from the South Lancashire Transport Co. for twenty six-wheel double-deck trolley buses, whilst other fleets are being put into service in South Africa and Japan.

WORLD'S GREATEST VALUE



Safety glass available on all car models in every window

WILLYS
CARS, TRUCKS, BUSSES

Single Distributors for Hong Kong & S. China:
GILMAN & CO., LTD.
Hong Kong Bank Building.

Service Station Garage:
DURO MOTOR CO., LTD.
132, Nathan Road, Kowloon.

WILLYS - OVERLAND FINE MOTOR CARS

CARRIERS' RECORD.

17,000 Miles in Eight Weeks.

Messrs. Watt & Davidson, a firm of Aberdeen carriers, recently decided to run a daily service between Aberdeen and Glasgow, and for this purpose purchased an Albion four-wheel Overtype lorry. This machine does the return run once every 24 hours.

Three drivers are employed, No. 1 leaving Aberdeen at 8 p.m. after taking a load of fish on board. This load of fish is delivered in the Glasgow Fish Market at approximately 4.30 a.m. when the new driver takes over and loads at the carrier's quay with a return load for Aberdeen. The lorry departs from Glasgow at about 9 a.m. and is due in Aberdeen at 4 p.m. where the driver unloads and returns. The third driver then takes over and loads up with fish, drives to Glasgow and delivers his fish load and hands over to No. 1 driver.

During eight weeks the lorry covered 17,660 miles and in spite of the snow-bound condition of the roads between Aberdeen and Glasgow, recently no hold-ups had been experienced, and previous to the exceeding heavy weather the owners stated that they had been obtaining over nine miles to the gallon.

LONDON'S PERILS.

Paris Has 795 Fewer People Killed.

The figures of street accidents in London for 1930 are compared with those in Paris for the same period, under the heading "A Record that Paris Does Not Wish to Beat," in the newspaper, *L'Intransigeant*.

The figure for London is quoted as 1,398 killed, while in Paris, including the suburbs, it was only 603. From a consideration of the statistics for Paris it appears that in accidents in which taxicabs have been involved, in only 38 per cent. of cases was it the fault of the taxi-driver, but private motor-car drivers were to blame in more than 60 per cent. of cases.

The most dangerous vehicle is the motor bicycle, and the most innocuous are electric trams, motor-buses and horse-drawn vehicles, whose drivers were to blame in only 25 per cent. of the accidents in which they were involved.

The number of pedestrians killed in Paris during 1930 decreased by 62 as compared with 1929, and it is considered that this desirable result has been attained by the introduction of marked crossing places in the most con-

AROUND THE WORLD

Britons' 221-Day Journey.

On April 24, 1930, two young Britons, Mr. C. E. Shipman and Mr. J. B. Dixon, left Coventry for a tour round the world in a nine-horse-power car—an 18,000-mile journey.

The car was equipped with special coach-work, mounted on a chassis standard in every way, except for additional petrol tanks and large road wheel, with rear axle gearing to suit. The coachwork incorporated several items of interest, such as the provision for carrying the very complete tool kit in the doors, comfortable sleeping accommodation, with mosquito protection, and copper water tanks.

Leaving Liverpool on the liner Duchess of Bedford, the two men landed at Quebec, and proceeded via Toronto, Detroit, Chicago, Omaha, and Salt Lake City, to San Francisco. Here they turned north to Vancouver and British Columbia; south again to Los Angeles and San Diego, and back once more to San Francisco, whence they shipped for New Zealand, via Honolulu and the Fiji Islands.

After touring the North Island they embarked at Wellington for Australia. They landed at Sydney, and drove to Melbourne and Adelaide, which was the starting point for the very gruelling transcontinental trip to Perth. They then took a boat for Sourabaya, toured Java, and crossed from Batavia to Singapore.

The next overland section led them to Penang, whence they shipped for Colombo. After a few days in Ceylon they decided to travel through India. There they were much hindered by swollen streams, which made fords impassable, but once they reached Madras the remainder of the Indian trip was plain sailing, for they enjoyed a non-stop run of 957 miles to Bombay, officially breaking the record for this section.

Shipping to Basra, they followed the Tigris Valley to Bagdad, whence they branched off for Teheran, in Persia. They then returned to Bagdad and joined a convoy—most necessary for safety in that part of the world—across the Syrian Desert to Damascus.

From Damascus a good road led them to Beirut, whence they embarked for Brindisi. After touring Italy, France, Austria, Hungary, Germany and Belgium they returned to Britain, reaching London on December 2.

This world tour has created immense interest in each of the many countries which have been traversed. Whilst the two young adventurers must undoubtedly have enjoyed it, it was far from a pleasure trip pure and simple. Appalling surfaces and most arduous conditions have been encountered, and the mileage covered has been enormous—approximately 18,000 miles; yet at the same time the trip has been one of the fastest world tours on record.

ALBIONS v. THE REST.

That Albions have a way of triumphing over circumstances was clearly shown when the two 4-tonners recently purchased by Clyde Cargo Steamers, Ltd., for their "Glasgow-West Highland" road service went out on their acceptance test over "Rest and be Thankful." The two chief snags were:

(1) The "Rest" was covered with deep snow.

(2) The date was Friday, the 13th.

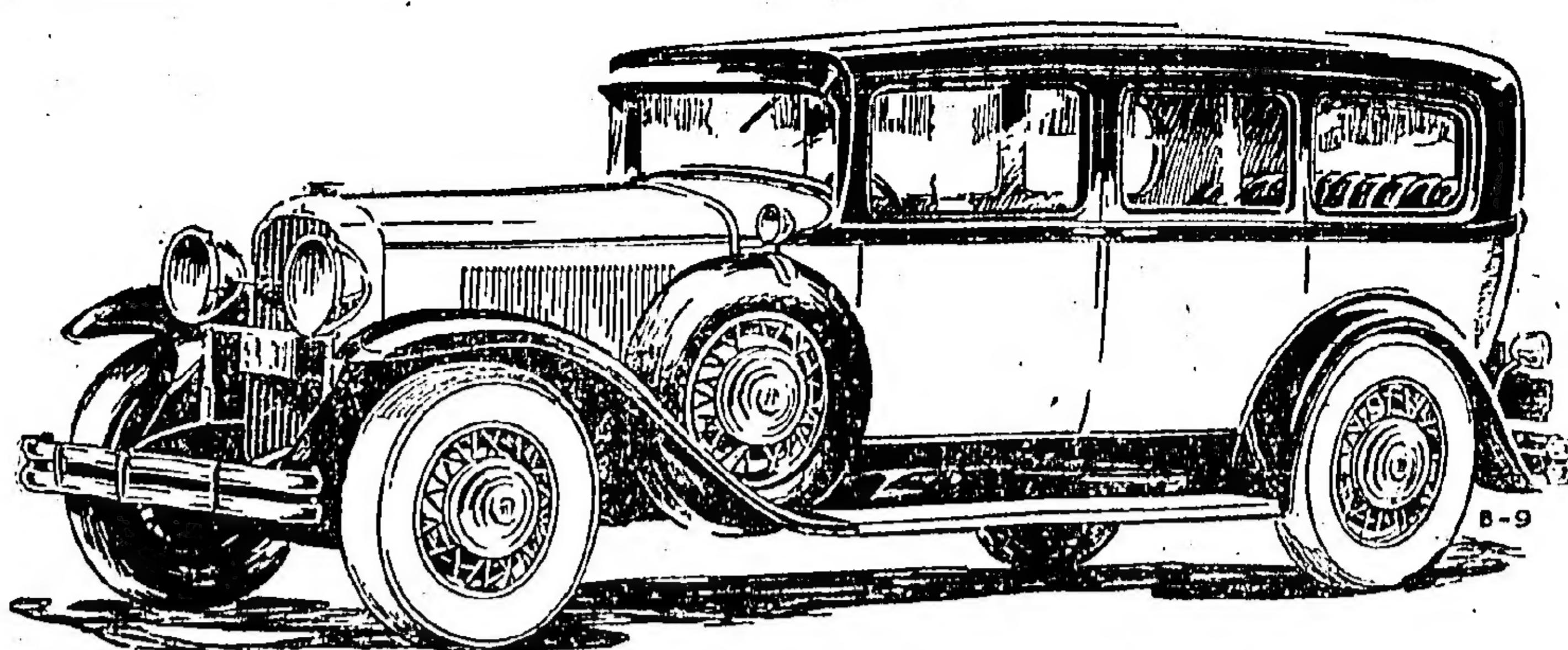
Possibly, however, the snow had something to do with turning "black Friday" into one of a much paler shade, for the only stop was caused by a touring car, the driver of which endeavoured to climb the hill without chains, and after getting up part of the way, began to slip back. The only other car seen on the hill was a small six-wheeler which had stuck completely.

Chains were fitted at the foot of the "Small Rest" and the two Albions with their full loads of test weights, climbed steadily to the top. Needless to say, the representatives of Messrs. Clyde Cargo Steamers, Ltd., were satisfied.

So, in spite of the crookedness of the opposition (for no one could call "the Rest" straight)—Albions were on top.

MUD-SPLASHER FINED.

Pedestrians who received a mud bath when a chauffeur drove his truck through a puddle of water next to the kerbstone in a Berlin street filed a complaint, and the chauffeur was summoned to court. The evidence showed that he had plenty of room to turn out and avoid the puddle, and the court imposed a fine of three marks. Similar decisions have been rendered also by Bavarian courts.



Even if you paid considerably more you could not get more satisfying motoring, or ownership, than you are offered in this new Buick!

In all Buick's twenty-five years of achievement it has never produced a series of cars of such outstanding beauty, comfort, performance—or value. On this reputation Buick owners are buying the new Buick with the same confidence with which they have purchased preceding Buicks.

In this space we could not possibly enumerate the many features and advantages that contribute to the remarkable popularity of this new Buick. You must see it—and ride in it—to appreciate why Buick is the car that satisfies so completely.

114" Wheelbase Buick Models H.K.\$6,955 to H.K.\$ 7,525
118" Wheelbase Buick Models H.K.\$5,275 to H.K.\$ 8,775
121" Wheelbase Buick Models H.K.\$9,820 to H.K.\$ 9,980
132" Wheelbase Buick Models H.K.\$9,820 to H.K.\$12,295

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

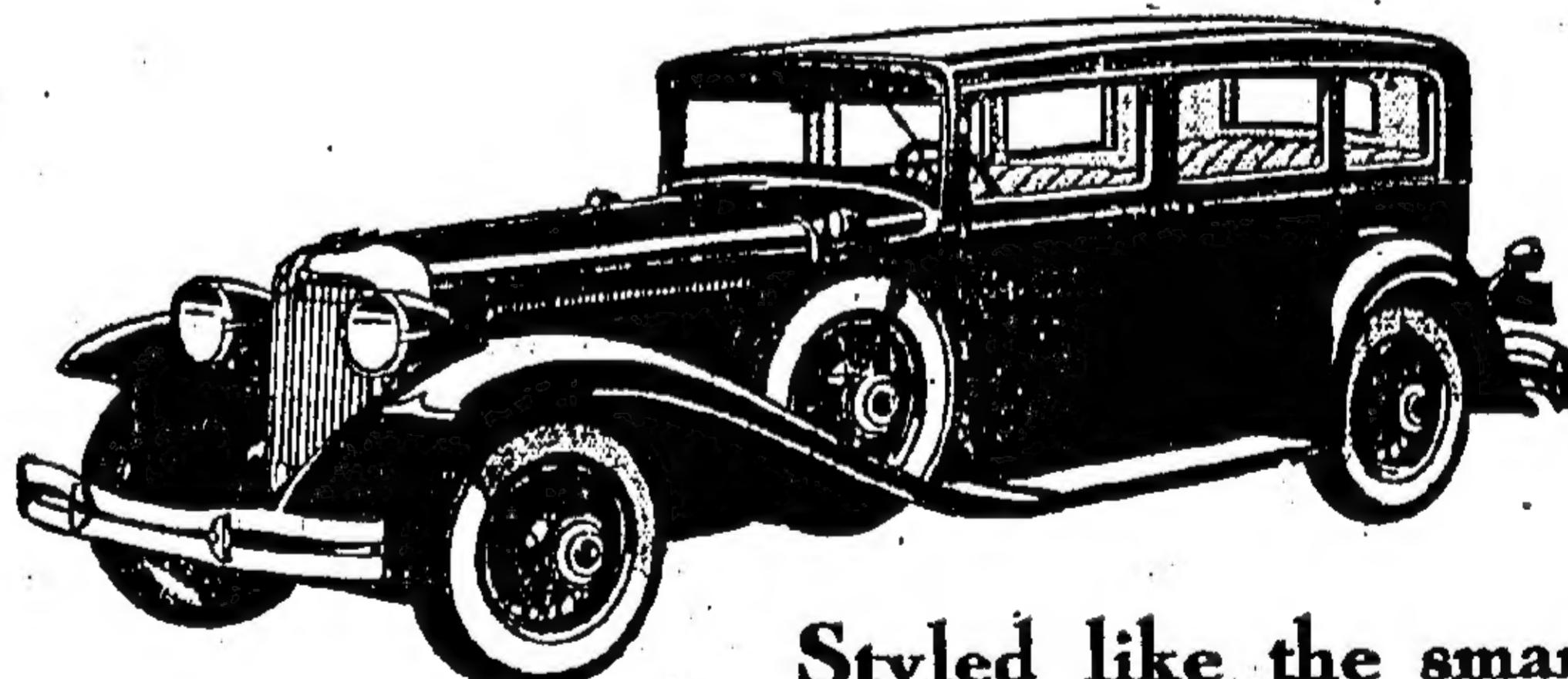
The **BUICK 8**
The Eights with Buick's Prestige

ARRIVING SHORTLY
SEE THIS CAR BEFORE YOU BUY



AN ENTIRELY

NEW
CHRYSLER SIX



Styled like the smart

Chrysler Eights—a Big Car—with Big Power

Chrysler has news for you.

A big new Chrysler Six expressly designed to stand forth as the smartest six-cylinder car ever available at such a low price.

With its 116-inch wheelbase it is an extremely graceful car in size, length, proportions and in all its fine characteristics of design. Like its magnificent companion,

the Chrysler Straight Eights, the new Chrysler Six has a double-drop frame permitting a very low center of gravity—which is an essential source of more attractive appearance, better balance, finer riding qualities and greater safety.

Chrysler has made this new Six a outstanding in performance as it is in appearance. Your first ride will quickly confirm this.

THE NATIONAL MOTOR CAR CO.

484-486, QUEEN'S ROAD, WEST.

TEL. 25674.

BUYERS' GUIDE

MOTOR CARS.

AUCTIONS.—All makes can be seen and purchased at Whitta's Motor Auctions, Cameron Road, Kowloon.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHRYSLER.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.

DE SOTO.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.

DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. 25044.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.

FORD.—Wallace Harper & Co., Ltd.

FORDSON TRACTOR.—Wallace Harper & Co., Ltd.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

ODYSSEMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

PACKARD.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

PLYMOUTH.—The National Motor Car Co., 484-486, Queen's Rd. W. Tel. 25674.

PONTIAC.—The Oriental Motor Car Co., 303-9, Hennessy Road. Tel. 20406.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

MOTOR TRUCKS AND TRACTORS.

AUCTIONS.—Hong Kong Used Cars Co., Cameron Road, Kowloon.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25044.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.

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FORDSON TRACTOR.—Wallace Harper & Co., Ltd.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

SP.A.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. Tel. 22221.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

MOTOR CYCLES.

AUCTIONS.—Cameron Road, Kowloon.

U.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. Tel. 56242 & 57804.

NORTON.—The Sincere Co., Ltd., Des Voeux Road. C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBIL-OIL.—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co. (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25044.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

INDIA TYRES.—W. R. Loxley Co., York Bldgs. Tel. 22285.

MICHELIN TYRES.—Goeke & Co., China Building. Tel. 22221.

WHITTA'S MOTOR AUCTIONS.—Cameron Road, Kowloon. Next to Peninsula Garage.

WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

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Pedestrians who received a mud bath when a chauffeur drove his truck through a puddle of water next to the kerbstone in a Berlin street filed a complaint, and the chauffeur was summoned to court. The evidence showed that he had plenty of room to turn out and avoid the puddle, and the court imposed a fine of three marks. Similar decisions have been rendered also by Bavarian courts.

DUST AND DAMAGE.

Dust and mud, of course, are the bugbears of the motorist who takes a pride in his car's appearance. The work of hours' washing and polishing may be ruined in an afternoon, and once again he must resort to hosepipe or patent cleaner.

Let him take heart, though. If dust is annoying and troublesome to him, it is far more so to those who make his safety glass. He, at least, can wash it off, but if a speck of dust gets into the glass-celluloid sandwich of his Triplex during manufacture, that pane of glass, with all its cost of labour, is scrapped!

The "heart" of a piece of Triplex is undeniably the very purest thing in the world. It is washed, scrubbed and "purified" continually throughout its manufacture and is also rigidly examined by experts from time to time. These experts do not mind exterior finger-prints; they concern themselves with the cleanliness of the innermost parts. Water can wash the outside of the glass, but all the skill in the world cannot remove interior blemishes. For this reason, of course, the Triplex factory is essence of cleanliness.

THE NATIONAL MOTOR CAR CO.

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Hongkong Sunday Herald.

號四廿月五一年三九百一英 HONG KONG, SUNDAY, MAY 24, 1931. 日八初月四年未辛次歲

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EMPIRE DAY.

Big Celebrations
in London.

LORD MEATH'S MEMORY.

Rugby, Yesterday.
In spite of indications of weather forecasts that it will be a rainy week-end Empire Day, which falls on Whit-Sunday this year, will include a big demonstration this afternoon in Hyde Park, in which the massed bands of the Brigade of Guards and of special choir will lead community singing, including Sir Edward Elgar's "Land of Hope and Glory" which the composer will himself conduct.

The movement will be headed by the Duke of Connaught, and has been set on foot to erect a memorial window in St. Paul's Cathedral, and a Memorial in Hyde Park as a tribute to the founder of Empire Day, Lord Meath.—British Wireless Service.

Official Greetings.

The following annual message of greeting by Earl Jellicoe, President of the Empire Day Movement, has been issued through the office of the Colonial Secretary:

"The great honour of succeeding the late Earl of Meath as President of the Empire Day Movement has fallen to my lot, and following his example I send you greetings on the occasion of Empire Day.

"The spirit in which the celebration of May 24 was founded was never more necessary than to-day, when the British Empire is confronted with most difficult and weighty problems, and it is my earnest hope that the people of the Empire will face those problems with true sympathy and comradeship.

"We have a vast responsibility: the greatest Empire the world has ever known has been handed down to us by our forefathers. It is an Empire which stands for all that is good in the modern world. Let us be worthy of our destiny."

JELLIFFE,
A. F.
London.

SUN FO'S MISSION.

Going to Canton with
Peaceful Proposals.

NANKING APPROVES?

Shanghai, Yesterday.
It is disclosed that Sun Fo is carrying to Canton definite proposals for a peaceful settlement of the political situation, and a feeling of optimism prevails here regarding the outcome of his mission.

Before departing from Shanghai Sun Fo had a conference with several of the "elder statesmen," at which it was suggested that a good deal of friction was avoidable by putting Party and Government affairs under entirely separate administrations—a suggestion which Nanking is reported to approve.—Reuter.

[A cable from Shanghai, received on Friday, stated:—

Mr. Sun Fo, accompanied by Mr. Eugen Chen, left for Hong Kong to-day by the Asama Maru.

Reliable circles declare that they are proceeding to Canton in order openly to join the rebel movement there.

The Asama Maru was to have arrived at 7 a.m., yesterday, but a communication from the local office of the N.Y.K. states that the vessel was held up by fog and would be unable to make port until 6 o'clock this morning.]

Old-Timers to Talk.

Nanking, Yesterday.
An important peace move was made last night by the famous statesman Wu Tze-hui, who, following a lengthy conference with Chiang Kai-shek at Tangshan, telegraphed to Ku Ying-fen stating that Chang Chi, the Vice-President of the Judicial Yuan, was proceeding to Canton immediately to "talk over matters" with Wu Tze-hui who has considerable influence in political circles and is an ardent advocate of peace.

It is announced that the Nanking-Berlin air mail service is being formally inaugurated on May 29.—Reuter.

PARLIAMENT.

Question of Suez Canal
Charges.

GOVERNMENT'S POWERS.

Rugby, Friday.
The House of Commons adjourned to-day for the Whitsun recess. The session will be resumed on June 2. Questions raised on a motion for adjournment included that of the Suez Canal dues.

Replying to the suggestion that the Government should press for a revision of the high transit charges against which the Foreign Secretary had received protests from six maritime Powers of Europe, Mr. W. R. Smith stated that Government had no direct voice in the Company's administration and had no authority to demand what might be desirable in the interests of shipowners and commerce generally. Within the limits of their powers and opportunities the Government had done everything possible to help in the direction suggested.—British Wireless Service.

TO QUIT CHINA.

Work of Archaeologist
Stopped.

EXPEDITION ABANDONED.

Peking, Yesterday.
In response to repeated petitions from the Society for the Preserva-

FAIR TO SHOWERY.

The Royal Observatory's weather report last night states:—

The Northern depression is central to the South of Hokkaido.

The Southern depression is central to the N.W. of Hanol.

Local forecast:—S.W. or variable winds, moderate to light, fair to showery.

COTTON FOR INDIA.

Huge Decline Shown
in Exports.

CHINA TRADE IMPROVING.

London, Yesterday.
A huge decline of 338,446,000 square yards in the exports of cotton goods from the United Kingdom to British India is shown in the Board of Trade statement that only 139,917,000 were exported in the first four months of 1931, compared with 478,362,000 in the same period in 1930.

On the other hand exports of cotton goods to China, including Hong Kong, increased from 36,891,000 to 42,887,000 in the same period.—Reuter.

TEXTILE MERGER.

To Avoid Waste in Our
Foreign Competition.

CAPITAL OF £7,000,000.

Rugby, Friday.
The terms of the members for six of the leading Lancashire textile machinery manufacturing concerns with a total issued capital of over £7,000,000, have been prepared by Sir Gilbert Garnsey, Accountant, and the Directors will shortly submit proposals to shareholders and recommend their acceptance.

The object of this grouping scheme is to eliminate wasteful competition in meeting foreign competition.—British Wireless Service.

LEAGUE OF NATIONS

How Not to Get
Along.

TROUBLES OF TARIFFS.

New York, Yesterday.
A survey undertaken by the Tariff Commission at the request of the State Department indicates nearly seven hundred million dollars of imports into the United States.

Many were affected by the exclusion of products of forced or indentured labour under the provision of the Smoot-Hawley Tariff Act effective on January 1. According to the New York Herald Tribune, the Commission has studied labour conditions all over the world and an effort has been made to list every possible commodity includable in a sweeping ban.

Rubber imports from Malaya which totalled 138 million dollars in 1928, may be excluded in accordance with the Treasury Department's interpretation of the law, because Malaya is reported to employ and contract labour with penal sanction.

Similar imports from Java and other of the East Indies islands are also listed as possibly affected.

Tariff Commission further announces an experiment with this system, doubtless to involve serious administrative difficulties, and international complications.—Reuter's American Service.

BRITAIN AND INDIA.

Still Seeking a
Solution.

WORK TO BE RESUMED.

Rugby, Yesterday.
The date and other arrangements in connection with the resumption of the work of the Federal Structure Committee of the Indian Round Table Conference is still the subject of consideration between the Secretary for India, Mr. Wedgwood Benn, and the Viceroy of India, Lord Willingdon.

Every effort is being made to meet the convenience of the delegates from India, with whom the Viceroy is in correspondence. The results of his enquiries will be communicated to London as soon as they are complete.—British Wireless Service.

Gandhi's Next Move.
Nainital, Yesterday.
It is now practically certain that Gandhi will not attend that important section of the Round Table Conference, known as the Federal Structure Committee, in London on July 29, though it is still possible that he will go to London for the more formal proceedings of the full conference in September.

Famous Indian Dead.
Lucknow, Yesterday.
The death has occurred of Sir Mohammad Ali Mohanned Khan President of the All-India Muslim League.—Reuter.

HAPPINESS AT LAST!

Manchester Conference
Agreement.

QUANDARIES SOLVED.

Rugby, Yesterday.
An agreement was reached at a meeting in Manchester yesterday of the Chemical Trade Joint Industrial Council as to wage reduction. The agreement which affects more than 80,000 workers, provided that the standard rate in federated works for day labourers should be reduced to 1/- per hour, and that of shift men to 1/1½d. per hour.

Men receiving rates more than the respective minimum will suffer equal reductions, and piece workers will be asked to accept a reduction of five per cent.

The employers' representative, in announcing the agreement, said that both sides to the negotiations had evinced the keenest desire to make the best of an admittedly difficult position.—British Wireless Service.

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